



THE IMSA CODE 2011

Revision Date: 24 February 2011

THE COMPETITION RULES

of the

INTERNATIONAL MOTOR SPORTS ASSOCIATION

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FOREWORD

For all participants, the CODE of International Motor Sports Association (IMSA) establishes the foundation for the organization and conduct of all IMSA sanctioned Events. The IMSA CODE takes effect immediately upon publication.

MEMBERS AND PARTICIPANTS ARE REQUIRED TO REVIEW THESE RULES CAREFULLY.

The IMSA CODE consists of three main sections. The opening Articles concern participant and event procedures, the second group sets guidelines for the safe and uniform operation of the sport. These Articles closely parallel international regulations and are evolved from time to time to incorporate advances in safety and hands-on experience. The IMSA CODE closes with the Standing Supplementary Regulations, which provide information about each IMSA racing series.

HOW TO READ THE RULES

- 1) Consistent with the International Sporting CODE of the FIA, the basic IMSA CODE is the national CODE under which series sanctioned by IMSA are organized. Where no other regulation speaks to an issue, the rules of the IMSA CODE are the basis for the operations of IMSA. This is the basic document that should be read first.
- 2) The Standing Supplementary Regulations (SSR) of each series, along with the attachments, provides the basis for the running of that series. Where the SSR are in conflict with the IMSA CODE, the wording of the SSR shall prevail.
- 3) Where the SSR shows a "SR" next to a regulation this indicates that the information will be provided in the Event Supplementary Regulations. In some circumstances the Event Supplementary Regulations can also amplify or modify regulations in the other documents, based on local needs, and the wording in those SR shall take precedence.
- 4) Finally, IMSA communicates to competitors either through Bulletins and through the directions of the Race Director or the Officials. This information may amplify, amend or modify the regulations, and take force when published, or when issued by the officials.

All together, these publications and regulations form the Rules of the various series sanctioned by IMSA.

Scot E. Elkins

Vice-President, Operations

PREFACE

To enhance the safety of participants and spectators at IMSA sanctioned automobile races and to provide for the orderly conduct of Events require adherence to these rules, the IMSA CODE, hereinafter set forth. All IMSA license holders and 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 2011 IMSA CODE supersedes all previous editions of the IMSA CODE 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 CODE.

It is ultimately the obligation of each participant to ensure that their conduct and equipment comply with all applicable IMSA Rules and Regulations, as they may be amended from time to time. No expressed or implied warranty of safety shall result from the publication of, or compliance with, these Rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

IMSA CODE 2010**REGULATIONS****ARTICLE 1 CONTROL OF COMPETITION****1.1 INTERNATIONAL CONTROL**

The Federation Internationale de l'Automobile (FIA) is the authority that establishes and governs certain international rules for automobiles, standards for the organization of automobile competitions and specific regulations for World Championship Series of competitions. FIA has published the International Sporting CODE for these purposes.

1.2 NATIONAL CONTROL

1.2.1 The Automobile Competition Committee for the United States, FIA (ACCUS) is recognized by the FIA as the National Sporting Authority (ASN) for the United States.

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1.2.2 ACCUS is therefore the sole authority that oversees international automobile competitions in the USA, its territories and protectorates.

1.2.3 ACCUS is in turn composed of representatives of its seven member clubs and a number of individuals. The member clubs of ACCUS are:

Grand American Road Racing Association (GRAND-AM)
IndyCar
International Motor Sports Association (IMSA)
National Association for Stock Car Auto Racing, Inc. (NASCAR)
National Hot Rod Association, Inc. (NHRA)
Sports Car Club of America, Inc. (SCCA)
United States Auto Club, Inc. (USAC)

1.2.4 As has been recognized by the FIA, ACCUS delegates to its member clubs most of the normal duties of an ASN, including the authority to organize, sanction and conduct FIA-listed events, and events counting toward International and World Championships.

1.3 IMSA CONTROL

1.3.1 International Motor Sports Association (IMSA) has established these rules (the IMSA CODE), which govern the organization and conduct of IMSA sanctioned Events, the standards for eligibility and conduct of competitors and officials, the regulations for eligibility and preparation of automobiles, and the rules for any annual IMSA series of Events.

1.3.2 The IMSA CODE is in all principles consistent with the International Sporting CODE of the FIA; accordingly, it shall take precedence as the governing body of rules for all Events sanctioned by IMSA, whether or not they may be listed on the FIA Calendar.

1.3.3 All IMSA members and all IMSA credential holders are bound by the IMSA CODE and must abide by its provisions.

1.3.4 IMSA reserves the right to amend the IMSA CODE and any supplementary Event regulations in its own discretion at anytime to enhance competition, promote safety 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.

1.3.5 Except as provided for in these regulations, other verbal and/or written communication from IMSA shall not constitute an amendment to the IMSA CODE. IMSA may issue an addendum to the IMSA CODE in the same fashion as an amendment providing additional information and/or correcting previous errors and it shall become effective immediately upon publication.

1.4 ACKNOWLEDGEMENT OF RULES

Every Driver, Entrant, Official, Promoter or other participant involved with or attending an IMSA sanctioned Event and every person who is issued an IMSA credential, agree, without reservation or qualification, to conduct themselves in accordance with the IMSA CODE. If there is a disagreement or dispute regarding the meaning or application of the IMSA CODE, the interpretation and application thereof shall be determined by IMSA officials, whose rulings shall, in all instances, govern and control. Determinations by IMSA officials applying or interpreting the IMSA CODE shall be final and non-appealable, except as provided in Articles 9 and 10.

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, CREDENTIAL HOLDERS, DRIVERS, ENTRANTS, OFFICIALS, PROMOTERS OR OTHER PARTICIPANTS, EXPRESSLY AGREE THAT DETERMINATIONS BY IMSA OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THIS CODE 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. IF A MEMBER, CREDENTIAL HOLDER, DRIVER, ENTRANT, OFFICIAL, PROMOTER OR OTHER PARTICIPANT, INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, CREDENTIAL HOLDER, DRIVER, ENTRANT, OFFICIAL, PROMOTER OR OTHER PARTICIPANT AGREES TO REIMBURSE IMSA FOR THE COST OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES. IMSA MEMBERS, CREDENTIAL HOLDERS, DRIVERS, ENTRANTS, OFFICIALS, PROMOTERS OR OTHER

PARTICIPANTS UNDERSTAND AND AGREE TO THE FOREGOING COVENANT AND ACKNOWLEDGE THE AGREEMENTS HEREIN CONTAINED ARE A FAIR AND REASONABLE EXERCISE OF DECISION MAKING AUTHORITY BY IMSA FOR WHICH THEY AGREE TO BE BOUND TO THE FULLEST EXTENT PERMISSIBLE BY APPLICABLE LAW. THE FOREGOING COVENANT AND RESTRICTION DOES NOT APPLY TO THE USE OF THIRD PARTY MARKS AND INTELLECTUAL PROPERTY, WHICH SHALL BE GOVERNED BY SEPARATE AGREEMENT AND AT LAW.

ARTICLE 2 DEFINITIONS AND TERMS

Standard nomenclature will be used wherever possible in IMSA activities.

- 2.1 **IMSA**
International Motor Sports Association, 1394 Broadway Avenue, Braselton, Georgia 30517, a national sanctioning organization formed to promote motor sports; to organize, sanction, supervise and conduct motor sports Events; to promote uniform rules and safety standards; to collect and disseminate information relating to motor sports; to supervise and grant affiliation to other organizations with similar purposes, and to cooperate with such organizations; and to undertake any other activities to advance motor sports.
- 2.2 **IMSA CODE**
The rules and regulations governing the sanctioning and conduct of IMSA sanctioned Events. These may include the Standing Supplementary Regulations for a series (SSR) and the Event Supplementary Regulations (SR).
- 2.3 **COMPETITION**
A contest of competitive nature in which an automobile takes part and results of the competition are published.
- 2.4 **EVENT**
An entire program of IMSA sanctioned competitions.
- 2.5 **SANCTION (ORGANIZING PERMIT)**
The documentary authority granted by IMSA to organize and hold a competition.
- 2.6 **DRIVER**
A person named as the Driver of an automobile in a competition.
- 2.7 **ENTRANT**
A person who has entered an automobile that has been accepted for competition.
- 2.8 **PROMOTER/ORGANIZER**
A person or body controlling a facility where Events are organized promoted and staged.
- 2.9 **PARTICIPANT**
For insurance purposes, the definition of a participant is a person that has been assigned credentials that are duly and officially issued by IMSA who is performing a clearly defined duty in a restricted area of the Event. ,
- 2.10 **WEIGHTS AND MEASURES**
Standards for weights and measures shall be as specified in Appendix 1

ARTICLE 3 MEMBERSHIP, CREDENTIALS, LICENSES AND ENTRIES

- 3.1 **MEMBERSHIP**
 - 3.1.1 Every person or entity who desires to participate in an IMSA sanctioned Event as a competitor, official, promoter, sponsor, permanent media or sales representative must apply for, receive and possess a valid, current IMSA membership.
 - 3.1.2 IMSA members are independent contractors who assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due or payable on any funds IMSA members may receive as a result of their participation in IMSA sanctioned Events, including but not limited to Social Security taxes, unemployment insurance taxes, workman's compensation insurance, income taxes and withholding taxes.
 - 3.1.3 Membership commences upon acceptance by IMSA and continues until: revocation in writing either by IMSA or the member or; one calendar year after the last Event attended by the member or; one calendar year after the last membership application was accepted by IMSA if the member does not attend any Events, whichever shall be sooner. By applying for IMSA Membership, applicants agree to be bound by the rules of IMSA while members.
 - 3.1.4 **CONDUCT OF MEMBERS**
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 which constitute a violation of the IMSA CODE or which are detrimental to auto racing, IMSA, its promoters, sponsors, participants or fans, may result in the imposition of penalties.
- 3.2 **CREDENTIALS**
 - 3.2.1 Every IMSA member who desires to participate in an IMSA sanctioned Event as a Driver, Entrant, crew member, IMSA official, sponsor, permanent media or industry representative must apply for, receive and possess a current IMSA credential to gain access. Employees of IMSA shall also hold IMSA credentials and be afforded all rights and benefits.

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- 3.2.2 Credentials are in effect as of the date of issue and are on a calendar year basis beginning January 1 and expiring December 31 of that year unless otherwise noted. IMSA issues several types of competition credentials.
- 3.2.3 IMSA annual credentials are available for Entrants, Drivers, Corporate, Promoters, Teams, Media, Officials and VIP's as prescribed for each series upon execution and acceptance by IMSA of a full season credential application.
- 3.2.4 IMSA single Event credentials are available for Entrants, Drivers, Corporate, Promoters, Teams, Media, Officials and VIP's.
- 3.2.5 Either a single Event or annual credential is required for pit access during an IMSA sanctioned Event.
- 3.2.6 Credentials must be displayed at all times. It is a violation of the CODE to refuse to show credentials to authorized representatives of IMSA or the promoter.
- 3.2.7 The possession of a credential by anyone other than the rightful owner shall result in the immediate revocation of that credential and penalties and/or fines to the abuser and the rightful owner.
- 3.3 IMSA DRIVER'S LICENSE**
- 3.3.1 Every person who drives a car in an IMSA sanctioned Event shall possess a current IMSA competition Driver License. The standard competition Driver License holder minimum age is 18 years old except for certain development series, where the minimum age will be specified in the Series Standing Supplementary Regulations. The minimum age may be waived, at the sole discretion of IMSA, to one year younger where the Driver has significant driving experience in sanctioned competitions. However, no driver may be younger than 15 years of age in any circumstance.
- 3.3.2 IMSA Drivers holding current IMSA competition license must have a current (issued within 6 months of the date of the application for the license) completed IMSA medical examination form.
- 3.3.3 IMSA competition Driver licenses may be issued to Drivers with appropriate documented national experience or to holders of FIA Grade C or higher licenses from their home competition club. Holders of foreign FIA licenses must secure and provide written documentation of permission from their home competition club.
- 3.3.4 Prototype Category Driver licenses, or licenses for other categories of high performance cars, may be issued to Drivers with suitable experience. One criterion is an FIA Grade B or higher license.
- 3.3.5 IMSA, in its sole discretion, may review the qualifications of a licensee at any time after issuance of a license and may require the licensee to submit to such additional physical examinations, to submit a résumé 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 licensee to take such other action as IMSA may deem appropriate, to determine whether the licensee continues to qualify for a license under these rules.
- 3.4 IMSA ENTRANT'S LICENSE**
- 3.4.1 Except where specified in the Series Standing Supplementary Regulations, an IMSA Entrant's License is required for Entrants. An Entrant must be specified for all entries and is required in order to take certain actions under the IMSA CODE (see Articles 9 and 10).
- 3.4.2 **ENTRANT'S REPRESENTATIVE**
When the Official Entrant of a car cannot be present at an Event or is otherwise unavailable, they shall designate a member of the race Team to be the Entrant's Representative in regards to all actions which IMSA may take under Articles 8, 9 and 10 of the IMSA CODE. The Entrant's Representative shall make themselves known to the IMSA Officials and shall have no implied or expressed authority under the IMSA CODE except the authority to give notice of the Entrant's intention to appeal under Article 10 or as otherwise specified in these regulations.
- 3.5 FIA LICENSE**
Every person who drives a car in a FIA-listed race shall possess a current FIA Driver License regardless of other licensing. Every car entered in a FIA-listed race must be entered by someone who possesses a current FIA Entrant License regardless of other licensing.
- 3.6 APPLICATION FORMS**
Application forms for an IMSA membership, license or credential may be obtained from IMSA headquarters or downloaded from www.imsaracing.net. IMSA is solely responsible for issuing such memberships, licenses and credentials. Membership, license and credential application forms must be fully executed, signed by the applicant and accompanied by the requisite funds. The mere acceptance of an IMSA membership, license or credential application form and fee by an IMSA official does not constitute the issuance of or approval by IMSA of such application. Applicants will be advised in writing by IMSA headquarters whether their application for IMSA membership, license or credential has been approved.
- 3.7 ENTRIES**
- 3.7.1 An entry submitted and accepted by IMSA for an IMSA sanctioned Event constitutes a contract binding the Entrant to take part in the Event, either with the Driver(s) designated or with IMSA-approved substitute Driver(s), unless the Entrant is excused from competing by IMSA. Except as provided in Articles 3.8 and 3.10 below, the entry fee is non-refundable.
- 3.7.2 A car must be entered by the holder of a current IMSA Entrant credential.
- 3.7.3 After the close of registration, Driver substitution(s) are subject to the approval of the Race Director or Steward's Committee.
- 3.8 ENTRY ACCEPTANCE AND REFUSAL**
IMSA shall be the sole judge of whether an entry will be accepted and, if an entry is not accepted, such refusal is final and not subject to protest or appeal. IMSA is not obligated to give any reason for such a refusal. An Entrant whose entry is refused by IMSA shall be promptly informed of that fact by IMSA and the entry fee shall be returned.

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3.9 FALSIFICATION

Any entry that contains false information or incorrect statements may be considered null and void and the entry fee forfeited.

3.10 WITHDRAWAL

An Entrant may, with the permission of IMSA, withdraw an entry by advising IMSA of such withdrawal. If such notice is received prior to the entry deadline date, the entry fee will be returned.

ARTICLE 4 EVENTS

4.1 ORGANIZATION

IMSA Events may be organized by:

- 4.1.1 IMSA.
- 4.1.2 An affiliated organization of IMSA.
- 4.1.3 Other organizations or promoters approved by IMSA.

4.2 APPROVAL

The name, service mark or emblem of IMSA may be associated only with activities and Events that have been sanctioned or approved by IMSA.

4.3 SANCTIONS

Every speed Event with which the IMSA name, service mark or emblem is associated must be formally sanctioned by IMSA.

4.4 SUPPLEMENTARY REGULATIONS (SR)

Define for all participants the specific conditions for an Event. Since SR accommodates local conditions, they may occasionally appear to contradict a provision of the IMSA CODE. In such a case, the SR takes precedence over the IMSA CODE.

Normally, the SR contains this information:

- 4.4.1 Name, location, dates, nature and classification of the Event.
- 4.4.2 IMSA sanction and announcement, "Held under the IMSA CODE".
- 4.4.3 Name and address of the promoter/organizer.
- 4.4.4 Schedule and location of all activities and competitions, classes of automobiles eligible, etc.
- 4.4.5 Entry deadline, fees and if prior restrictions apply, the number of entries to be accepted and started in each competition. Entry deadlines may be automatically extended when fewer than the maximum number of entries have been received prior to the expiration of the original deadline but in no case beyond the close of scrutineering at each Event.
- 4.4.6 Schedule of awards and prizes.
- 4.4.7 Other necessary information. Although no changes will ordinarily be made in the SR after the entry deadline, IMSA reserves the right to make changes at any time. Changes may take the form of a competitor's bulletin, amendment or addendum to the SR, announcement at a Driver briefing, and so on.

4.5 SERIES STANDING SUPPLEMENTARY REGULATIONS (SSR)

SSR, under which all Events in an IMSA sanctioned series are held, are comprised of various rules, which may modify or supplement the regulations contained herein and which are attached and incorporated as supplements hereto.

4.6 REQUIRED INSURANCE COVERAGES

4.6.1 LIABILITY COVERAGE:

IMSA requires that the promoter/organizer of an IMSA sanctioned Event provide acceptable general liability and insurance in the amount of not less than US\$10,000,000 combined single limit (or other limit which may be deemed acceptable by IMSA) and which covers participating Drivers, crew members, car owners and sponsors as well as the sanctioning body and promoters. Specific policy requirements may be obtained from the IMSA risk manager.

4.6.2 PARTICIPANT ACCIDENT COVERAGE:

IMSA provides a participant accident insurance policy which provides up to \$500,000 in excess medical expense reimbursement and other benefits to properly credentialed IMSA Event participants. Additional policy details may be obtained from IMSA.

4.6.3 RELEASES:

Every competitor, official, worker, mechanic and other individual who is assigned a pit pass or other such credential permitting access to the racing circuit must first sign a Release and Indemnity Agreement as provided at official IMSA Registration. It will be considered a serious breach of these rules to enter such restricted areas of the racing circuit without first signing such a Release and Indemnity Agreement, to secure a pit pass or other credential under false pretenses, or to transfer such a credential to any other person.

4.7 CLASSIFICATION

- 4.7.1 IMSA will classify Events according to the Drivers and types of automobiles that will take part. IMSA will create and maintain championship series of Events for specific purposes and automobiles.

4.8 COURSE

- 4.8.1 No competition may take place other than on a course approved by IMSA.

- 4.8.2 IMSA may:
- a. Limit a course to certain Event classifications.
 - b. Restrict the classes of automobiles to be raced at a course.
 - c. Restrict the number of cars to be started in a race.
 - d. Restrict the course to certain grades of Drivers.
 - e. Penalize a competitor who attempts to complete a lap on other than the prescribed course (such as by taking a shortcut or by racing through pit lane to gain an advantage).

- 4.8.3 **COURSE MEASUREMENT**
Timing and Scoring shall provide the official measurement of the course.

4.9 **AWARDS**

As one of the conditions of granting sanction, IMSA may require a promoter to post the announced prize money prior to the start of the Event, and that IMSA control the payment of these awards.

4.10 **ADVERTISING, PROMOTION, CONTINGENT AWARDS**

- 4.10.1 Entrants and Drivers of cars must execute the standard advertising release provided on each credential application granting permission for the use of their names, photos and photos of their racing cars in advertising and promotional material, excluding product endorsement.
- 4.10.2 To be eligible for contingent awards, competitors must meet the criteria of the contingent award program and execute the standard advertising release provided.
- 4.10.3 Competitors must comply with advertising requirements specified for a sponsored Event.
- 4.10.4 IMSA reserves the right, in the public image of the sport, to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any Event. All members agree to accept the decision of IMSA in this regard.

4.11 **PAYMENT**

- 4.11.1 All awards earned by a car in a competition will be paid to the registered Entrant of the car or as directed by the Entrant on the official entry form. IMSA may require that Entrants or the assignees provide a W9 or other required governmental documentation prior to payment.
- 4.11.2 Failure to pay all sums due to IMSA or its contractors, agents and affiliated companies, or to the various series or promoters may result in revocation of competition privileges or membership, withholding of any prizes that may be due to an Entrant or other team members, fines and other penalties.
- 4.11.3 IMSA may charge interest of 1% 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.

ARTICLE 5 GENERAL RULES & CONDUCT

5.1 **CONDUCT**

- 5.1.1 Every Entrant or other member of IMSA is 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 which 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 license suspended or revoked by IMSA. Such conduct may also be or be considered a violation of this CODE and may result in the imposition of other penalties.
- 5.1.2 IMSA members may be required to take part in certain fan and media activities as directed by the officials. Such activities include, but are not limited to: Autograph sessions, television interviews, fan forums, tech talks, pit lane or paddock "open houses" etc. Failure or refusal to participate as directed, once scheduled and notified either in person or through the Event schedule, supplementary regulations or otherwise, may result in the imposition of penalties. Arriving late, missing the Event or departing early, without permission from the officials is a breach of this regulation. Except during periods of extreme inclement weather, or when permission of the officials is obtained, competitors may not enclose their paddock setups such that it obscures the view of fans of the majority of the activities including, at least, the preparation of one car. Teams are encouraged to be fan friendly.
- 5.1.3 Failure to obey the direction of an IMSA official or IMSA designated Series/Promoter representative, as such pertain to the procedures and rules that govern the organization and administration of any IMSA Event will be considered a breach of the CODE.
- 5.1.4 Any Entrant or member that publicly criticizes 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.
- 5.1.5 Actions or in-action not otherwise specifically prohibited by this CODE, of an Entrant, Driver and/or member while participating in any IMSA Event which is deemed by IMSA to be or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the CODE.
- 5.1.6 Actions or in-action on the part of a competitor which, in the opinion of the Race Director and/or the Stewards, results in an unfair advantage to the competitor shall constitute unsportsmanlike conduct, and is a breach of the CODE.
- 5.1.7 During each Event, there may be several mandatory meetings scheduled, including driver's meetings and Entrant's or crew chief's meetings. Failure to attend, or late arrival is a breach of this CODE.

5.2 **RESPONSIBILITY**

Entrants are responsible for the conduct of their Drivers and crews during a competition. An offense by a Team member will be charged to the Entrant.

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5.3 DRUGS AND ALCOHOL

- 5.3.1 For the purposes of this CODE, "Illegal Substances" include any substance which may not be legally prescribed, either by Federal or State statute, which when taken or ingested may or may-not have a performance enhancing or mood or state of mind altering effect. For the purposes of this CODE, "Controlled Substances" include any substance which may be legally prescribed, either by Federal or State Statute, which when ingested or taken may have a performance enhancing or mood or state of mind altering effect.
- 5.3.2 It is forbidden for any participant or IMSA Member to illegally use, possess, acquire or distribute any Controlled or Illegal Substance, at any time. Conviction or a finding of guilt in any criminal proceeding involving the illegal use of Illegal Substances or Controlled Substances may subject the participant/IMSA Member to sanctions under this CODE.
- 5.3.3 Nothing contained herein shall be construed as to discourage the proper use of medically necessary prescribed or over the counter medications. However, participants must adhere to section 5.4 of the CODE.
- 5.3.4 It is forbidden for any participant or IMSA member to illegally possess, acquire or distribute any prescription or over-the-counter medication. Further, it is forbidden to misuse any prescription or over-the-counter medication in a manner not consistent with the prescription or instructions provided by the manufacturer and/or prescriber or pharmacist.
- 5.3.5 It is forbidden for any participant to consume any alcoholic beverage in a manner which may affect their behavior during practice, qualifying or the racing portions of an IMSA Event. The IMSA standard for being "under the influence" is that any person who is deemed to be acting abnormally or is impaired, at the sole discretion of IMSA, and/or who subsequently is shown to have alcohol in their system, as tested by any recognized test method at the sole discretion of IMSA, shall be deemed in violation of this CODE. Further, while it is not a violation of this CODE for any participant or IMSA Member to consume alcoholic beverages, in accordance with law and regulations, at an Event site, it is a violation for any member to act in an unsafe manner anywhere at an IMSA Event as a result of any impairment. It is a violation of this CODE to supply alcoholic beverages at an Event site in violation of law or regulations, or in a manner to cause a violation of this CODE.
- 5.3.6 IMSA may require participants/IMSA Members to participate in systematic testing for drugs and/or alcohol. IMSA may require any participant or IMSA Member, to undergo testing for Illegal Substances, or use of Controlled Substances, prescription or over-the-counter medication or alcohol, in violation of this CODE. Such testing may be done for suspicion of violation of this CODE, either through reports from a reasonable source, or by observation of signs, symptoms or behaviors or may be done randomly. Further, testing may be done after any incident on or off track. Testing may be required either at an Event or away from an Event.
- 5.3.7 Refusal to promptly authorize and submit to such testing is a violation of this CODE. Refusal to permit release of the results of any tests by any testing facility or person conducting such test, to IMSA, is a violation of this CODE. Any testing done "for cause" or "reasonable suspicion" shall be done at the participant or IMSA Member's expense.
- 5.3.8 Testing shall be done at a facility chosen by IMSA. The results of such testing are not subject to protest or appeal. IMSA may publish the results of such testing at its discretion. A person or entity referred to in such notice shall have no right to act against IMSA or the person publishing the notice.
- 5.3.9 Where testing is not available, but where IMSA suspects impairment, for any reason, IMSA may remove the participant or IMSA Member from the facility, or take such other action as may be deemed appropriate.
- 5.3.10 Any participant or IMSA member who is found in violation of any part of this section may be required to undergo testing or re-testing prior to any further participation in any IMSA sanctioned Event or re-instatement of any IMSA membership or privileges.
- 5.3.11 IMSA does not provide rehabilitation services. Nor does this CODE provide for periods of rehabilitation, with respect to this section of the CODE. However, nothing contained herein is intended to dissuade anyone from seeking treatment or help for drug or alcohol problems, and IMSA strongly encourages participants or members in need to seek such treatment or help.

5.4 MEDICAL RESPONSIBILITY OF PARTICIPANTS

- 5.4.1 It shall be the personal responsibility of all participants, including Drivers; to refrain from taking part in any IMSA sanctioned Event if they have been injured, are under the influence of any controlled substance or beverage, or are in any way other than medically fit. It shall be the responsibility of a participating Driver to report to the Chief Medical Officer before taking part in an Event, any unusual medical condition, allergy or anticipated special treatment they may require.
- 5.4.2 Nothing in this CODE shall be construed as to discourage the proper use of medically necessary prescribed or over-the-counter medications. However, certain medications contain ingredients that may cause drowsiness, alter mood, perception or other cognitive abilities, or have other affects that may adversely impact a driver's ability to participate in motorsports. It shall be the responsibility of a participating Driver to disclose to the Chief Medical Officer all prescription and over-the-counter medication that the Driver is using or has used in the past, as well as any side effects that have been experienced as a result. If IMSA determines, based on the circumstances of the particular case, that the medication being used would adversely affect safety, then the Driver will not be permitted to participate in that IMSA Event.
- 5.4.3 IMSA or the Race Director may require an injured Driver to be approved by a physician appointed by IMSA prior to issuance of an IMSA credential or before competing. The appointed physician may discuss the results of this examination with IMSA officials.
- 5.4.4 A doctor, paramedic or emergency worker may require any Driver involved in an incident to report for medical observation or examination prior to being permitted to resume competition. IMSA medical personnel may require follow up observation or examination after an incident. Drivers are required to comply with these instructions. The medical personnel may discuss the results with IMSA officials.

5.5 SOUND ENFORCEMENT

- 5.5.1 It is the responsibility of the Entrant to ensure that their car meets the current IMSA sound regulations as published in the Standing Supplementary Regulations or the Event Supplementary Regulations. IMSA will at its discretion, monitor sound levels or have others monitor sound levels, and will employ enforcement as needed.
- 5.5.2 Local sound regulations beyond IMSA control may require additional procedures or penalties for noncompliance. IMSA reserves the right to modify this procedure at any time.

5.6 RADIOS

In order to reduce radio frequency interference, particularly on critical radio 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, as permitted under the IMSA CODE:

- 5.6.1 Every originator of transmitted radio signals, including all voice and data transmissions, must register each radio frequency, PL codes, transmission scheme (if not a standard scheme) and intended use (for example "pit to driver", or "Car Telemetry"), prior to use with the IMSA designated representatives. This requirement extends to all persons or organizations licensed by IMSA, including teams, manufacturers, suppliers, corporate members and individuals. This must be resubmitted if a change occurs.
- 5.6.2 Declaration forms are available on the IMSA web site (www.imsaracing.net), IMSA technical inspection and from Racing Radios.
- 5.6.3 Teams must declare their team to driver radio frequency to be used in any qualifying session and the race. Teams must submit their registrations and declarations prior to the closing of technical inspection of their first race and each race if there are changes. Any changes during an Event must be declared no less than one hour prior to qualifying or the race.
- 5.6.4 Teams may not use any radio transmission scheme between the team and driver which would not be understandable using a standard scanner at any time during any qualifying session or race Event.
- 5.6.5 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 of a particular frequency as part of the Event, by IMSA members.

The IMSA designated representative is Racing Radios. Declarations may be faxed in advance of the Event to: Attention to: IMSA Radio Declaration, [404.675.8991](tel:404.675.8991)

At the track, declarations may be delivered to Racing Radios at the IMSA Operations Trailer, or they may be delivered to IMSA Technical Inspection or IMSA Registration. For series other than the ALMS, declarations may be forwarded to their respective series administrator.

5.7 DRIVER SAFETY EQUIPMENT

Drivers must wear the following safety equipment while taking part in IMSA competition:

- 5.7.1 Drivers must wear full coverage helmets of recognized high quality and which include a face shield. All drivers in all ALMS classes are required to use helmets that satisfy FIA standard 8860-2004 – Advanced Helmet Test specification effective March 1, 2011. Drivers in all other IMSA classes and series must, at minimum, wear helmets that bear the seal of approval of the Snell Foundation SA/K2005 or SFI Foundation 31.2 (no Motorcycle [MA] helmets).
- 5.7.2 All drivers are required to have the Eject Helmet Removal kit installed in their helmets. Information on this product can be found at ejectsafety.com
- 5.7.3 All drivers must wear overalls as well as gloves, underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard.
- 5.7.4 All drivers must wear the HANS device during all phases of the Event. The HANS device is the only approved Head and Neck restraint approved for IMSA competition and it must be used with an approved helmet. Drivers are strongly recommended to use helmets with tether-anchorage fitted by the manufacturer as original equipment. These helmets are identified by a glossy silver holographic FIA label. It is also strongly recommended to use homologated tethers, identified by a FIA 8858-2002 label.
- 5.7.5 It is highly recommended that all drivers use the HANS device during all testing and other on track activities, even when not sanctioned by IMSA.
- 5.7.6 Evaporative-loss Freon cool suits are prohibited.

5.8 BROADCAST EQUIPMENT AND BROADCASTERS

- 5.8.1 Competitors may be required to carry in-car-cameras (ICC) and cooperate with the official broadcaster in the installation of such, including the provision of power for such equipment, which may require battery packs for longer Events. All images that are 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 competitors from carrying such equipment. Non-compliance may result in penalties.
- 5.8.2 ICC not provided by the official broadcaster are prohibited in all phases of all IMSA sanctioned Events, except as approved by IMSA, or as may be permitted in the Standing Supplementary Regulations. In any case, broadcast, display or any non-private use of such images requires permission from IMSA or its designee.
- 5.8.3 Competitors may be required to carry on-board telemetry devices for use during the television broadcasts and cooperate with the official broadcaster in the installation of such, including the provision of power where necessary. Where telemetry devices are prohibited, the installation of this equipment shall not violate those provisions. Competitors have no right to the data acquired.
- 5.8.4 Where a series has a minimum weight, the equipment listed in 5.8.1 and 5.8.2 is included in that minimum weight. Competitors are not permitted to alter the structure or configuration of the cars in contravention of the regulations.

- 5.8.5 All IMSA members are required to cooperate with the official broadcasters and Public Address announcers to the fullest extent reasonable. This includes cooperating with interviews, features, graphics, audio sound bites, and other elements of the show and providing space and time and providing unfettered access to working areas.

ARTICLE 6 RACING RULES**6.1 FLAG SIGNALS**

The following signals are used both to advise Drivers of various conditions and to direct Drivers to obey various specific instructions. Cloth flags are normally used, but may be replaced with similarly coded rigid signaling boards or with lights. Steady light is equivalent to a motionless flag; flashing light to a waved flag.

- 6.1.1 **GREEN FLAG**
Start of race or other session, or cancellation of a danger previously signaled. Track is clear. (The national flag of the host country may be used as a substitute at the beginning of a race.)
- 6.1.2 **BLUE FLAG** (at certain circuits the blue flag may incorporate a yellow diagonal stripe)
- Motionless: Another competitor is following you and may be trying to pass you.
 - Waved: Be aware that another competitor may be rapidly overtaking you. Blue flag will normally be used in a case where the Driver being overtaken may be unaware of the following car, or is clearly obstructing another car.
- 6.1.3 **YELLOW FLAG**
- Motionless: Danger, no passing, slow down. Motionless yellow flag is generally used to advise of an obvious danger or to forewarn of a more serious danger ahead.
 - Waved: Extreme danger, no passing, slow down, be prepared to stop. Waved yellow flag may mean imminent and serious danger such as a partial track blockage, fire on or near the track, or a crowd control hazard.
 - A green flag may be waved at the first flag station past the point of the incident signifying that the track is clear and overtaking may resume.
 - Double motionless yellow flag: Safety car. "SC" boards may also be displayed at the start line and other stations to indicate a safety car period depending on supplementary regulations of series or Events.
 - The prohibition on overtaking starts at the point on the race track perpendicular to the point of the first displayed yellow flag, and overtaking may resume at the point on the race track perpendicular to the first displayed green flag; or on a restart, at the time the green flag is displayed by the starter. However, any time a yellow flag is displayed at any point on the circuit it is the responsibility of the competitor to use additional caution and failure to use such caution may be penalized regardless of the position relative to the flag.
 - In races where the IMSA Yellow Condition System is in use, for a "full course yellow" or "safety car period", the track condition is considered yellow at all points on the track simultaneously at the moment when either the radio call is made to the teams from race control, or the Yellow Condition System lights are illuminated, or the yellow flags are displayed around the track, whichever may be first.
 - The time of the yellow indicated in the official IMSA timing logs shall be deemed the official time of the yellow. (This may not necessarily be simultaneous to other indications) At the completion of the "full course yellow" or "safety car period" the procedure for re-starts will be followed and the lights will be extinguished at the same time as those of the Safety (Pace) car.
- 6.1.4 **WHITE FLAG**
- IMSA will display a white flag to indicate the last lap. However, depending on the series, the starter may indicate the last lap by displaying one finger and/or the last lap may be announced over the radio.
 - The display of a stationary white flag anywhere on the circuit denotes an ambulance, fire truck, wrecker or other service vehicle is on the circuit, or a slow-moving race car is ahead.
- 6.1.5 **YELLOW FLAG WITH VERTICAL RED STRIPES**
Slippery surface and/or debris on course.
- 6.1.6 **BLACK FLAG**
- Waved: Stop in the pits for a consultation next lap. This flag is usually displayed along with the number of the car concerned for infraction of rules of the circuit or act of poor sportsmanship.
 - If a competitor should fail to obey the black flag within four laps of it being displayed to them, the Race Director may instruct the Timekeeper to stop timing and scoring the car.
- 6.1.7 **BLACK FLAG WITH ORANGE DISK**
Your car has a mechanical fault of which you may not be aware. Stop at your pit next lap.
- 6.1.8 **RED FLAG** (see also Article 6.18)
- This flag is used exclusively at the discretion of the Race Director to stop practice, qualifying or the race and is displayed by the Official Starter and all corner stations.

- b. When the red flag is shown, Drivers will decelerate to a slow speed and be prepared to stop at any time. Drivers should use caution and be aware that rescue vehicles may be using the track; the track may be totally blocked; or weather conditions may have made the circuit un-drivable at racing speeds. No passing. Unless otherwise directed by the Race Director or marshals, they will proceed in a line, slowly and carefully around the circuit to the pit entrance where they will be directed further.

6.1.9 **BLACK AND WHITE CHECKERED FLAG**

End of a session or end of a race. Return to the pits at reduced speed and stop at the pits or proceed to Parc Fermé as designated in the Supplementary Regulations.

6.1.10 **BLACK AND WHITE FLAG DIVIDED DIAGONALLY**

This flag should be shown as a warning to the driver concerned that he has been reported for unsportsmanlike behavior. This signal is the same as a furled black flag, should a black and white diagonal flag be unavailable.

6.2 **SAFETY CAR**

6.2.1 The Safety Car may be brought into operation to neutralize the race at the discretion of the Race Director..

6.2.2 The Safety Car shall be identified as such and fitted with an augmented flashing light system.

6.2.3 The Race Director may dispatch the Safety Car at any time during an Event in order to correct a hazardous situation. Drivers will be warned that a Safety Car will be used when all corner stations display two motionless yellow flags or one motionless flag and a SC board and when the IMSA Yellow Condition System is in use, drivers may also be warned by yellow flashing or motionless lights. No overtaking will be permitted anywhere on the circuit. When possible, the Safety Car will enter the course ahead of the overall leader, who must slow down to facilitate this. All competitors must then follow the safety car in single file.

6.2.4 The primary purpose of using the Safety Car is to create a traffic interval on the circuit so that the IMSA Safety Team or marshals may handle emergencies more safely and quickly; therefore, it is essential that stragglers catch up with the field as quickly as possible consistent with safety. It is forbidden for a Driver to pass the Safety Car unless specifically instructed to do so.

6.2.5 Competitors may enter the pits while the Safety Car is on course, but must not re-enter the racing circuit until directed by an official. They must fall into line at the rear of the field after it has passed the pit area.

6.2.6 When the Race Director has determined that the course is clear and acceptable for the continuation of competition, the Race Director will instruct the Safety Car to extinguish its flashing lights, the yellow flags will be withdrawn and where in use, the IMSA Yellow Condition Lights will also be extinguished, signifying that this will be the final lap of this Safety Car intervention. The Safety Car will exit the course at the location specified by the Race Director.

6.2.7 On the restart, the green flag will be displayed at the Start/Finish line, and racing may begin again.

6.2.8 The Race Director may modify this procedure if, at his sole discretion, he believes conditions exist which warrant such modification, including not picking up the overall race leader at the beginning of the intervention if immediate dispatching is deemed critical.

6.2.9 Special Safety Car procedures for a given Event may be discussed at the Driver's briefing or communicated to competitors by Race Control.

6.2.10 The Safety Car may be used to lead formation (pace) lap(s) prior to the start of a race.

6.3 **MEDICAL CAR**

While the Medical Car is in motion on the race circuit, it is forbidden for a Driver to pass it unless specifically waved by.

6.4 **RULES WHEN AWAY FROM THE PITS**

Only a Driver may perform work on an automobile within the first line of protection on the circuit. It is not permitted for the crew or any other person to render physical assistance in performing such work. Marshals or other officials may push or tow a disabled car to a safe location without penalty. It is not permitted for a Driver to push their car except in the pits.

6.5 **PIT ENTRY/EXIT & SPEED LIMIT**

6.5.1 Throughout the periods of practice, qualifying and racing, access to the pits must be made through the designated pit entrance.

6.5.2 The deceleration zone before pit entrance and acceleration zone at pit exit shall not be considered as part of the pits, and no work shall be performed on cars in these areas.

6.5.3 IMSA or the Race Director may impose penalties for driving in the pits which is deemed dangerous, erratic or of inappropriately excessive speed for the circumstances.

6.5.4 Unless otherwise posted in the SR, the speed limit in the pit lane shall be 60 kilometers/hour. The start and end of the pit lane speed limit shall be indicated with double cones and a speed limit board, unless otherwise designated in the SR, or by the Race Director.

6.6 **RULES OF THE GRIDS AND PITS**

6.6.1 **UNIFORMS**

Crew members shall wear clean uniforms or other appropriate and safe attire at all times during practice, qualifying and the race in order to present the best possible appearance to the public. Tank tops, shorts, open-toed shoes and similar attire will not be permitted. Industry support people must be clearly identified as non-Team members.

- a. Identification: When required by the series, team managers, may be required to wear an armband with their car number identifying them to officials as the principal spokesperson for the entry on officiating matters.

6.6.2 FUELING

There is no refueling or fuel transfer permitted in the pit lane. All refueling must be done in the competitor's paddock space and attended by a dedicated individual manning a fire extinguisher.

Refer to the Standing Supplementary Regulations for the individual series for specific refueling regulations.

6.6.3 OTHER EQUIPMENT

- a. General: 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 and may not block or infringe upon fire lanes or other designated safety zones.
- b. Bikes/Scooters/Carts: Bikes, scooters and motorized carts and similar 3- or 4-wheeled vehicles may not be driven into pit lane. Use of such vehicles in the paddock/garage areas must be for legitimate purposes only. Excessive speeds in these areas will not be tolerated. Participants may be required to abide by state regulations regarding the licensing and use of these vehicles. Such vehicles may be prohibited at certain Events or in certain areas of each facility by local ordinance or promoter regulations.
- c. Air Tanks: Air tanks must be securely fastened or anchored once their protective caps are removed. A protective cage or guard around the regulators and fittings must be in place at all times.
- d. Sparks: For series where re-fueling during the race is usual, no electric-driven tools or other equipment which may generate sparks are permitted in the pits. For other series, only electric tools using batteries integrated as part of the tool. Adding fuel to cars while using such tools is prohibited.
- e. Face Masks: It is recommended that crew members changing tires wear protective face masks to reduce inhalation of materials.
- f. All structures or fixtures, including hoses and wires, extending over pit lane must be at least 2 meters above the road surface.

6.6.4 PIT LANE REGULATIONS

- a. A maximum of two (2) people per car will be permitted at the wall which separates pit lane from the track depending on the layout and track regulations. The Race Director may further limit this number. Crossing pit lane must be done under a pit marshal's supervision during a race and should be kept to a minimum at all other times. Just before the start of the race, until all cars have passed the pits on the first green flag lap, no one except authorized Officials and fire marshals may be at the signaling wall.
- b. Whenever a Team member is working under a car in pit lane, jack stands or safety supports must be in place under the automobile.
- c. Before leaving its assigned pit box, the race car must be completely free of all hoses, tools, etc.
At no time may a car be driven over its own air or fuel lines, tools, parts or crew members.
At no time may a car be driven over air or fuel lines, tools, parts or crew members of other competitors that are properly within their own pit box.
Lines, tools, parts, wheels, etc. must not be allowed to encroach upon, roll into, or otherwise be propelled into ones own crew members, the fast pit lane or adjacent pits.
It is considered unsportsmanlike conduct to place objects which, in the sole opinion of the IMSA officials, unfairly hinder the entry or exit of other competitors into their pit boxes, whether deliberately placed, or not.
At the conclusion of the pit stop, Team members should promptly carry all equipment back behind the pit wall. This regulation may be modified in certain pit configurations.
- d. During all on-track sessions, Team members and their equipment and spares are not permitted into the pit lane working area (either delimited by the working wall, or a line specified by the officials) unless their car is entering the pits, or in the pit working area. As the pit lane is a congested and dangerous area, care should be taken to limit the number of persons and equipment in the working area to those reasonably necessary. The officials may limit the number of persons from a team in the working area should they deem it necessary. Standing on pit wall is not permitted during any on track activity.
- e. People who are less than 16 years old are not permitted in the pit lane area.

6.6.5 PIT TRAFFIC

- a. It is strictly forbidden to drive a car in reverse or against traffic under its own power in pit lane. A Driver who overshoots their assigned pit must either complete another lap or they may be pushed by the crew, officials, or the driver to the assigned pit in reverse direction.
- b. Once in the pit lane (as defined by the blend line) drivers must remain within the designated lanes, and may not overtake using the inside lane. Drivers entering pit boxes may not directly cross from the outside lane. When leaving pit boxes, drivers must yield to approaching traffic and stay in the inside lane while accelerating. Drivers exiting their pit box may not enter the outside lane until their speed is at or near the speed limit. Drivers of disabled cars unable to maintain the pit lane speed limit must move to the inside lane and allow overtaking in the outside lane.

6.6.6 REMOVAL FROM PITS

Cars may be removed from the pits during a race only with the approval of the Race Director. The Race Director may assign an official to observe the work done.

6.7 QUALIFICATIONS AND STARTING POSITIONS

- 6.7.1 Cars will be placed in the starting lineup in order of their speed potential with the fastest to the front of the field.

- 6.7.2 IMSA may require that cars achieve a minimum qualifying time in order to be eligible to start the race. IMSA may restrict the number of starters if a race is oversubscribed.

- 6.7.3 A car must be qualified by a Driver officially entered to drive that car.
- 6.7.4 For Events where starting positions for the feature races are determined by heat races, pole position goes to the winner of the fastest heat. In case weather or other unforeseen Events create inequitable conditions in separate qualifying sessions for the same type of car for a race, the Race Director may elect to place all cars in the first session in one row and all cars in the second session in the other row, with the fastest session on the pole row.
- 6.7.5 In case weather or other unforeseen events in separate qualifying sessions for different classes of cars which will be competing in a combined-class race lead to a condition where normally more powerful classes of cars have had substantially less favorable conditions under which to qualify, the Race Director may adjust starting positions to compensate for the abnormal circumstances.
- 6.7.6 Otherwise, pole position goes to the fastest qualifier. The pole is defined as the front row, inside position with respect to the first turn past the starting line. Exceptionally, the Race Director may choose the outside position as pole.
- 6.7.7 If two cars achieve the same qualifying time, the car that sets the time earliest in their qualifying session shall be gridded first.
- 6.7.8 In the interest of safety or at the discretion of the Race Director, a competitor who is unable to qualify in their session but can meet qualifying requirements may be placed on the grid behind other automobiles of their division or at the rear of the grid.
- 6.7.9 If official qualifying does not occur, or is interrupted at an early stage and is not resumed, the Race Director may establish the starting grid by other means. In this case, championship points for the pole, awards and official qualifying records will not be awarded, nor will they factor into the awards based on the pole position. Pole bonuses and/or awards may or may not be paid at the discretion of IMSA.
- 6.8 **GRIDDING OF AUTOMOBILES**
All automobiles must be gridded at a time designated in the SR. Any automobile arriving after the published time may, at the discretion of the Race Director, be placed on the back of the grid; it must not attempt to regain its original starting position. The running of engines during pre-race ceremonies will not be permitted. Competitors required to go to the "Back of the Grid" will be placed chronologically in the order that they were required to go to the back of the grid unless otherwise determined by the Race Director.
- 6.9 **STARTS**
There are two types of starts:
- 6.9.1 The rolling start where the cars are moving at the moment the starting signal is given, in which case a pace car may be used to lead the field to the starting line. Normally, the rolling start is used unless otherwise stated in the SR for the Event or series.
- 6.9.2 The standing start, where cars are stationary at the moment the starting signal is given.
- 6.10 **STARTING LINE**
The starting line is the point on the course where timing and/or scoring begins, unless otherwise stated in the Event SR.
- 6.11 **STANDARD ROLLING START**
- 6.11.1 The pace car (Safety Car) will depart the starting grid and make at least one (1) formation (pace) lap of the circuit at moderate speed. Unless otherwise directed in the SR or by the Race Director, cars will take their assigned grid order positions in a single file line behind the pace car.
- 6.11.2 Cars unable to make the formation lap(s) or who present themselves too late to safely join the starting field may be started from pit lane with the permission of the Race Director, and only under the direction of the Officials after the field has passed the pit exit on the first scored lap.
- 6.11.3 On the final formation lap, at a point designated in the SR or by the Race Director, the cars will pair up into two columns in their assigned grid positions to form the starting field. In exceptional conditions, the Race Director may require a single-file start.
- 6.11.4 After the pace car has left the circuit, Drivers must maintain their pace and positions as on the formation lap and must remain in formation until the display of the green flag by the Starter. Once the green flag has been displayed, racing may begin and overtaking may occur. It is imperative that the field be packed up and in the proper order approaching the Starter's stand. Any car that pulls out of line in the formation or manipulates the pace prior to the display of the green flag pace may be penalized.
- 6.11.5 The race officially begins when the first car crosses the starting line after completion of the scheduled formation lap(s) regardless whether or not the Starter has displayed the green flag.
- 6.12 **NO START**
If the Starter waves off the scheduled start of a race, no flag will be displayed. Normally, the Starter will also shake their head indicating "no" and all flag stations will then display a motionless yellow flag. Cars should continue at a reduced pace, reform into the side by side, two-column formation per their original grid positions as soon as possible and anticipate a start on the next crossing of the starting line.
- 6.13 **FALSE START**
A false start occurs when a Driver deviates from the position assigned to them before the starting signal (or a restart signal following a caution period) is given. The Race Director may assess a penalty for a false start.
- 6.14 **STARTERS**
A Driver is considered to be a starter in a competition and thus eligible for awards and championship points if they cross the start line under green or starts from the pit lane after the green, in accordance with these regulations.
- 6.15 **TIMING AND SCORING**

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- 6.15.1 IMSA shall require each car to be fitted with a scoring transponder or other electronic scoring device in an approved location and manner. In certain series, this may include a driver ID system. It must be subject to inspection at all times and surrendered or replaced upon request. The transponder must not be tampered with nor transferred to another car unless specifically approved by IMSA.
- 6.15.2 Loss or damage to the transponder while in the possession of the Entrant will result in an automatic fine to the Entrant in an amount determined by IMSA. This fine may be deducted by IMSA from prize money owed to the Entrant. In the case of loss or damage to an Entrant-owned transponder, the Entrant may have to purchase a new transponder in order to continue participation in the Event/series.
- 6.15.3 For the standing start, the timing and scoring commences at the moment the starting signal is given; or, if automatic apparatus is used, at the instant it is operated.
- 6.15.4 For a rolling start, the timing and scoring commences when the leading car crosses the starting line after completion of the scheduled pace lap(s).
- 6.15.5 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 prescribed by the SR.
- 6.15.6 The following timing policy is used at all IMSA Events:
- An **"officially timed lap"** is defined as: A lap recorded by IMSA Timing which uses the AMB transponder installed in the car to record a overtaking at the Control Line at the beginning and end of that lap. When a Driver ID system is installed, the overtaking must include the correct Driver ID.
 - When a Driver ID system is installed, drivers are responsible for engaging the correct identification plug prior to overtaking the last working pit.
 - IMSA will use its best efforts to notify a competitor when they are not registering officially timed laps or correct Driver ID. However, competitors are advised that it is their responsibility to ensure that their transponder is operating correctly, including driver ID systems – when a part of a series timing system, during all phases of the competition. Failure to ensure that the correct Driver ID is being registered will result in incorrect driver time credit, which is the competitor's responsibility, and may result in penalties or exclusion.
 - During practice sessions, qualifying sessions and warm up sessions, only officially timed laps will be counted towards driver or car qualifications.
 - During qualifying sessions, only officially timed laps will be used to determine starting position.
 - Only officially timed laps will be counted towards "fast lap" awards or recognition of the speed of a competitor during the competition, and only officially timed laps will be recognized as track records.
 - During all phases of the Event, when a competitor is not registering officially timed laps, IMSA will continue to score the competitor (i.e. their position relative to other competitors during a race will continue to be recorded) and may display unofficial times.
- 6.16 **CONTROL LINE**
An automobile crosses a control line at the instant the leading edge of its bodywork passes over that line, or at the instant the automatic timing apparatus is operated.
- 6.17 **ON TRACK PROTOCOL**
- 6.17.1 **PASSING**
It is the responsibility of both the overtaking Driver and the Driver being overtaken to assure safe overtaking at racing speeds. A car traveling alone may use the full width of the track. Overtaking may be either right or left depending on the conditions of the moment.
- 6.17.2 **BLOCKING**
Any driver who, in the sole opinion of the Race Director and/or Stewards, alters their racing line based on the actions of pursuing competitors, or uses an abnormal racing line to inhibit or prevent overtaking may be considered to be "blocking" and may be warned or penalized pursuant to Article 8 of the IMSA CODE. In accordance with Article 9.1.2 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director, Stewards or IMSA officials in this regard is not subject to protest or appeal.
- 6.17.3 **AVOIDABLE CONTACT**
Any driver who, in the sole opinion of the Race Director and/or Stewards, initiates avoidable contact with another competitor, whether or not such contact interrupts the other competitor's lap times, track position or damages other competitor's cars, and whether or not such actions result in actual contact, may be warned or penalized pursuant to Article 8 of the IMSA CODE. In accordance with Article 9.1.2 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director, Stewards or IMSA officials in this regard is not subject to protest or appeal.
- 6.17.4 **UNJUSTIFIABLE RISK**
Any participant who, in the sole opinion of the Race Director and/or Stewards, engages in any behavior deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized pursuant to Article 8 of the IMSA CODE. In accordance with Article 9.1.2 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director, Stewards or IMSA officials in this regard is not subject to protest or appeal.
- 6.18 **RACE STOPPAGE AND RESTARTS**
- 6.18.1 Upon display of the red flag during the race, scoring stops and the competitors should follow the procedure in 6.1.8
- 6.18.2 During the race, unless it is specifically authorized by the Race Director or the SR and announced to all competitors, no service or replenishment of any kind may be performed on any cars or assistance given from the time the red flag is displayed until scoring resumes. This includes cars that may already be in the pits or paddock. (During practice or qualifying, service may be performed, unless ordered by the Race Director or SR.)
- 6.18.3 The pit lane entrance and exit will be closed upon the display of the red flag. Race Control may order cars to enter the pit lane under red flag conditions. If so directed by Race Control, cars that have already entered the pits at the time of the red flag may proceed to their pit box and stop until further advised by Race

- Control. Cars that were in their pit box at the time of the stoppage must stay 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.
- 6.18.4. If so defined in the Event SR, IMSA may elect to resume a stopped competition on an alternate day.
- 6.18.5. Once the Race Director has determined that it is safe for cars to proceed from the pits, he will order the pit exit to be opened and cars that were in the pits will join the field at the back of the pack in the order they left the pits.
- 6.18.6. The Race Director will restart the competition with competitors:
- 6.18.6.1. In their original starting positions, unless the entire running field has completed one lap, or the overall leader has completed two laps;
 - 6.18.6.2. Otherwise, the Race Director will line up the competitors with the normally running cars in single file, in the order according to Timing and Scoring, of their last crossing of the control line at start/finish **at the time the red flag was displayed**, starting with the car with the oldest crossing time.
 - 6.18.6.3. In order to establish a uniform lap count, once the cars are circulating prior to the re-start, the Race Director will order a wave-by, until the overall leader, or leading car circulating, is picked up immediately behind the pace car. Once the wave-by is initiated, if that leading car enters the pits or stops, the next car circulating behind the pace car will be picked up.
- 6.18.7. The Stewards and the Race Director may review and change the lap count of cars to ensure that they did not gain an unfair advantage as a result of the stoppage. The Stewards and the Race Director may require cars that were not normally running, impaired at the time of the stoppage or caused the stoppage, to enter the pits in order to be reviewed by the Officials. Once cleared, they may then join for the restart at the back of the pack in the order they exited the pits.
- 6.18.8. Overall race time but not race laps will continue to be counted during the stoppage unless otherwise announced by the Race Director or SR.
- 6.18.9. Scoring recommences upon the order of the Race Director to restart the cars, and pace laps on the restart will be scored.
- 6.19. **MINIMUM DURATION**
If a competition is stopped at less than 50% of its scheduled time or distance and is not restarted, it will be considered incomplete, and organizers will not be obligated to distribute awards. If 50% or more has been run, IMSA may call the competition complete and direct the distribution of awards.
- 6.20. **INADVERTENT OR DELAYED CHECKERED FLAG**
- 6.20.1. 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 will nevertheless be deemed to end when the flag is displayed.
 - 6.20.2. Should the checkered flag be inadvertently delayed, the results will be based on the positions at the moment provided for in the SR. If the checkered flag is inadvertently or otherwise displayed to a car other than the leader at the conclusion of the race, it will be considered a delayed finish as though the flag had been given to the leader.
- 6.21. **WINNER**
- 6.21.1. The Driver or Drivers of the car which completes the distance of the competition first or the greatest distance in the time set for the competition will be declared the winner(s).
 - 6.21.2. In competitions of a given distance, the checkered flag will be given first to the leading car, then to the other finishers as they cross the finish line.
 - 6.21.3. In competitions of a timed length, the checkered flag will be given first to the leading car as it crosses the finish line at or after the expiration of the specified duration, then to the other finishers as they cross the finish line.
 - 6.21.4. If the leading car is not running at the expiration of the time limit, the checkered flag will be given to the next highest running car in the same manner.
- 6.22. **TIES**
In case of a tie (dead heat), the competitors concerned will share equally the sum of the prizes, championship points, and other awards allotted for their positions.
- 6.23. **OFFICIAL RESULTS**
- 6.23.1. All starting cars may be credited with a finishing position whether or not they are running when the checkered flag is given.
 - 6.23.2. Following a competition, all results remain "provisional" until all audits of timing and scoring results and driver logs have been completed and until any outstanding protests or appeals have been concluded and the results have been published as "Official". Results may be posted as "Final" at the race track when the period for all inspections and protests has expired; however, these results are for reference only and are "provisional" not Official. The "Official Results" will be those issued from the IMSA office (or series office if designated by IMSA) and they may only be amended to correct typographical errors or as otherwise provided in these rules. IMSA will authorize payment of awards only after the results of a competition are audited and published in final "Official" form.
- 6.24. **OVAL TRACK PROCEDURES**
These procedures will be clarified if and when IMSA classifies a race as an oval race on the SR.

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

STEWARDS
 RACE DIRECTOR
 CLERK OF THE COURSE
 CHIEF COMMUNICATOR
 EMERGENCY SERVICES COORDINATOR
 TECHNICAL DIRECTOR
 CHIEF STARTER
 FLAG MARSHALS
 COMMUNICATION MARSHAL
 CHIEF REGISTRAR
 PT LANE OFFICIAL
 CHIEF PADDOCK MARSHAL
 CHIEF TIMEKEEPER
 CHIEF MEDICAL OFFICER
 SAFETY CAR TEAM
 SAFETY COORDINATOR

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

7.1 SUPERVISION

In addition to these officials, IMSA reserves the right to appoint a person to evaluate and report on the Event.

7.2 APPOINTMENT OF OFFICIALS

The Race Director and Stewards are appointed by IMSA. Other Officials are appointed subject to approval of IMSA.

7.3 CONDUCT

Every Official is expected to conduct themselves in a manner which will reflect credit on the sport of automobile racing and on IMSA. IMSA may remove any Official's appointment and may penalize them if they fail to conduct themselves properly.

7.4 SEPARATION AND PLURALITY OF DUTIES

An official may have no responsibility or authority beyond that attached to their appointment. However, except for the Race Director and Stewards, a person may hold more than one Event official position.

7.5 RACE DIRECTOR

7.5.1 The Race Director is the chief executive 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:

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

7.5.3 Execute the program of competitions and other activities punctually by directing the Drivers and their cars, Officials and their assistants and other participants.

7.5.4 Prevent ineligible cars and Drivers from taking part in an Event.

7.5.5 Order inspection of any car in order to verify its eligibility.

7.5.6 Refer protests and disputes to the Stewards.

7.5.7 Determine, in consultation with the Stewards, whether conditions are safe to continue the Event, or else postpone a competition, modify the SR or alter the schedule for reasons of safety or forces beyond their control.

7.5.8 Assess penalties in accordance with the IMSA CODE.

7.5.9 Replace any Official not able to perform their duties.

7.5.10 Supervise the distribution of awards to eligible competitors.

7.5.11 Compile a report on all aspects of the Event as requested by IMSA.

7.5.12 Assign certain responsibilities and/or authorities to the Stewards or other IMSA Officials.

7.5.13 Also serve as Clerk of the Course in certain cases.

7.6 CLERK OF THE COURSE

7.6.1 The Clerk of the Course is responsible for conducting the Event in accordance with the official program.

7.7 STEWARDS

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- 7.7.1 The Stewards of the meeting shall sign and send to the ASN (or IMSA) a closing report as soon as practicable after the close of the meeting. This report will include the results of each competition together with particulars of all protests lodged and exclusions they may have made with their recommendations as to any decisions which may have to be taken for a suspension or a disqualification. In a meeting comprising several competitions, there may be different stewards of the meeting for each competition.
- 7.7.2 The Stewards of the meeting shall have supreme authority for the enforcement of the International Sporting CODE as applicable, the IMSA CODE, the Sporting and Technical Regulations of the Series and the SR. At all Events at least one Steward will be present to represent the Stewards and in this case the others may be contacted telephonically.
- a They shall decide what penalty to enforce in the Event of a breach of the regulations. They may delegate this authority to the Race Director, but in all cases shall retain the power to overrule the decisions of the Race Director in this regard.
 - b In exceptional circumstances, they may amend the SR.
 - c They may authorize a change of Drivers.
 - d They may accept or refuse any correction proposed by a judge of fact.
 - e They may assess penalties or fines.
 - f They may pronounce exclusions.
 - g They may amend the classifications.
 - h They may prohibit from competing, any Driver or any vehicle which they consider being dangerous or which is reported to them by the Race Director as being dangerous.
 - i They may exclude from any session, or for the duration of the Event, any Entrant or Driver whom they consider as, or who is reported to them by the Race Director or by the organizing committee as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.
 - j Furthermore, they may order the removal from the course and its precincts any Entrant or Driver who refuses to obey the order of a responsible Official.
 - k They may postpone a competition in the Event of force majeure or for significant safety reasons.
 - l They may modify the Event program as to the position of the starting and finishing lines, or in any other manner, if requested to do so by the Race Director or the organizer in the interests of competitor and public safety.
 - m In the event of the absence of one or several of the Stewards of the meeting, they may appoint one, or if necessary, several substitutes, especially when the presence of three Stewards is deemed indispensable.
 - n They may take the decision to stop a race.
 - o They may assist the Race Director in the investigation of possible rules violations and other disputes. They may call and hear witnesses, and consider other evidence and then make recommendations to the Race Director for solving such disputes, including recommendations for penalties.
 - p They may advise the Race Director on any matter which they feel will improve the conduct or safety of the Event.
- 7.8 **STARTER**
The Starter operates directly under the Race Director and 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 racing circuit.
- 7.9 **TIMEKEEPER (TIMER AND SCORER)**
The Timekeeper 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 automobiles and furnish timing and scoring information requested by the Race Director.
- 7.10 **TECHNICAL DIRECTOR (SCRUTINEER)**
The Technical Director is responsible for checking all competing cars for safety and eligibility. The Technical Director and their assistants will conduct inspections at the Race Director's request, and will report any cars which they find are unsafe or ineligible.
- 7.11 **FLAG MARSHAL**
The Flag Marshal is responsible for recruiting, training and assignment of race control personnel at corner stations.
- 7.12 **COMMUNICATIONS MARSHAL**
The Communications Marshal is responsible for the operation of the system used for transmitting and receiving information between central control and the corner stations.
- 7.13 **COURSE MARSHAL**
The Course Marshal is responsible for final preparation and maintenance of the racing circuit, and other related duties assigned by the Race Director.
- 7.14 **CHIEF MEDICAL OFFICER**
The Chief Medical Officer is responsible for staffing and operating the Event medical establishment with qualified physicians, nurses and first aid personnel. Their primary responsibility and purpose is the treatment and disposition of any injuries incurred by the participants in the Event.
- 7.15 **PIT LANE OFFICIALS**
The Pit Lane Officials are the liaison between Competitors and Race Control.

- 7.16 **OTHER OFFICIALS**
IMSA may establish such other officials as it deems appropriate.

ARTICLE 8 **PENALTIES****8.1** **VIOLATIONS & PENALTIES**

Any Driver, Entrant, official, IMSA member or other participant who, a.) Violates the CODE or the SR of an Event, 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 Stewards or the Race Director of an Event. Drivers and/or their vehicles may be penalized for technical and other violations committed by their crew, including any manufacturer or technical consultants and/or their Entrant.

8.2 **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.

8.3 **RANGE OF PENALTIES**

Penalties which may be imposed, in order of their severity, are:

8.3.1 **REPRIMAND** (blame): The Race Director, Stewards or IMSA may assign blame/fault and issue a reprimand.

8.3.2 **PROBATION**: The Race Director/Stewards or IMSA may impose a definite or indefinite period of probation.

8.3.3 **FINE**: A fine may be imposed in proportion to the offense. A member's competition privileges are automatically under suspension until the fine is paid. All fines shall be remitted to: International Motor Sports Association, 1394 Broadway Avenue, Braselton, Georgia 30517.

8.3.4 **TIME/LAP**: A lap penalty during or after a competition, or time penalty during a competition by calling a car into the pits and/or by holding a car already in the pits may be imposed. A time penalty may be imposed by adding time to a car's finishing time after the race.

8.3.5 **LOSS OF RACE POINTS**: Loss of championship Driver, Team and/or manufacturer points may be imposed.

8.3.6 **EXCLUSION**: A Driver, an Entrant or an automobile may be excluded from competition, in which case their rights to any award in the competition are forfeited, and the official results will advance the next competitors accordingly.

8.3.7 **SUSPENSION and/or REVOCATION of CREDENTIALS**: A member's privilege to take part in competition may be suspended for a definite or indefinite period. Credentials and parking privileges may be revoked for a definite or indefinite period of time.

8.3.8 **DISQUALIFICATION/LOSS of ACCRUED POINTS**: Loss of accrued points earned by a competitor may be imposed.

8.3.9 **EXPULSION**: IMSA or a court appointed by IMSA may expel a member for serious offenses.

8.3.10 **AUTHORITY**: This article shall in no way be construed to limit the authority or discretion of IMSA or the Race Director/Stewards to assess additional, different, or no penalties for these or other violations of the IMSA CODE or SR.

8.3.11 More than one penalty may be imposed for the same offense.

ARTICLE 9 **PROTESTS****9.1** **RIGHT TO PROTEST**

9.1.1 Except as provided in Section 9.1.2 below or elsewhere in the CODE or Standing or Supplementary Regulations, any IMSA Entrant participating in an IMSA sanctioned Event may protest: a) certain competition - related actions or decisions taken by or penalties imposed by IMSA or an IMSA official or, (b) conduct of another IMSA member and/or Entrant in conjunction with such Event that is believed to be a violation of the CODE or Standing or Supplementary Regulations. Non-Entrant IMSA members may only protest in cases specifically involving actions, decision, or penalties arising out of their own actions or conduct. Matters involving a decision or action taken against an Entrant may only be protested by that Entrant.

9.1.2 Matters stated as being non-protestable in this CODE are not subject to protest and all actions, decisions, rulings or penalties made or taken with respect to such matters shall not be subject to protest or appeal. A decision that a matter is not subject to protest is final and not subject to appeal. If a CODE infraction is determined to have occurred, the decision to assess or not to assess a penalty or the nature of an assessed penalty is protestable and appealable only by the party against whom the penalty or ruling is assessed.

9.1.3 "Non-protestable" matters shall include; 1). Any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director, Stewards or IMSA officials arising out of an Event except those directly related to a competing car's technical compliance; 2). Whether a Driver improved their position prior to crossing the starting line at the initial race start or any restart; and, 3) Event "procedural matters" such as a). calling or not calling for a yellow flag or red flag, b). restarting vs. calling a race complete, or c). adjusting the duration and/or scheduling of the race or any practice or qualifying session, or d). any decision to revoke credentials or parking privileges, or e). any decision regarding pit or paddock allocations.

9.1.4 Failure to submit any action, decision, conduct or penalty described in Article 9.1.1 above for adjudication in accordance with the protest procedure set forth in this Article 9 shall constitute a waiver of any right of protest or appeal as to such action, decision, conduct or penalty.

9.2 **INFORMAL INQUIRY**

- 9.2.1 Prior to filing a protest, all Entrants and/or IMSA members 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 event after the posting of the official race results, affected parties may verbally request an informal inquiry, which shall then be conducted in any manner deemed appropriate by the Race Director. There shall be no fee payable for such informal inquiry.
- 9.2.2 If the informal inquiry does not resolve the dispute, the time limitation for filing a formal protest shall commence as soon as the informal inquiry is terminated, or as otherwise provided in Article 9.3.

9.3 SUBMISSION OF PROTESTS

- 9.3.1 Protests of matters deemed to be protestable pursuant to Section 9.1 and the following matters shall be submitted in writing and signed by an authorized representative of the Entrant or member and must be delivered to the Race Director within the following time limits:
- a. Against the validity of an entry, qualification of an Entrant, Driver or car: Prior to scheduled closing time for Technical Inspection.
 - b. Against an automobile: Prior to the start of the race.
 - c. Against handicap or starting position: Immediately upon the posting of the starting grid.
 - d. Against a mistake or irregularity during a competition: Thirty (30) minutes after the end of the competition.
 - e. Against the results of a competition: Thirty (30) minutes after posting of the provisional race results.
- 9.3.2 Each protest shall be accompanied by a protest fee of two thousand dollars (\$2,000). The fee may be retained or returned in whole or part at the discretion of the Stewards of the Meet, provided that if a properly submitted and allowed protest is not sustained or is withdrawn after being submitted, no part of the protest fee shall be refunded to the protesting party.
- 9.3.3 IMSA may penalize the originator of a protest judged to be malicious, spiteful or who otherwise acts in bad faith.
- 9.3.4 The protest shall identify the specific action, conduct or ruling being protested in sufficient detail to enable the Stewards to determine whether the matter is protestable and to identify the parties involved and facilitate timely procurement of all documents and other evidence that may be relevant to the protest.

9.4 HEARING OF PROTESTS

- 9.4.1 Protests shall be heard by the Stewards of the Meet, generally at a protest hearing. The time and place for the hearing shall be set by the Stewards and shall commence as soon as reasonably possible after the written protest is properly filed. The protest may alternatively be heard through the submission of written evidence and documentation at the Steward's discretion.
- 9.4.2 The Stewards shall regulate the conduct of the protest hearing. The parties (as determined by the Stewards) involved in the protest may only appear in person or through their authorized Entrant representatives. They may not be represented by legal counsel. Other interested parties may be heard at the Steward's discretion. There shall be no right of cross examination at the hearing, nor shall the proceedings be recorded. The hearing shall not be subject to any formal rules of evidence or procedure contained in any state, province, or federal arbitration act. Failure of the protesting party to appear at the hearing (unless otherwise excused by the Stewards) shall result in dismissal of the protest and forfeiture of the protest fee.
- 9.4.3 In deciding the protest, the Stewards shall act by way of a majority consensus and may take whatever action they deem appropriate to further the interests of fairness and finality in competition results. Under no circumstances may the Stewards order an Event or any portion thereof to be rerun.
- 9.4.4 At the conclusion of the hearing, the Stewards shall deliberate and try to reach a decision as soon as reasonably possible, but in any event, no later than the end of the next Event or business day. The decision shall be written and communicated to the protesting party, IMSA and the Race Director. Subject only to the right of appeal provided in Article 9, the decision of the Stewards shall be final, binding and not subject to litigation in any civil court.

9.5 PROTESTS AGAINST CARS

- 9.5.1 When a protest is made against a car's technical compliance, the protestor must post with the Race Director, in addition to the forms and fees specified in Article 9.3, a cash bond adequate to cover the costs of any disassembly, inspection and assembly required. The amount of this bond will be determined by the Race Director and Technical Director.
- 9.5.2 If the car is found to conform to the rules and the protest is disallowed, this bond will be forfeited and will be used to cover the costs involved.
- 9.5.3 If the car is found to be in violation of the rules and the protest is allowed, this bond will be returned to the protestor and the protested party will stand all expenses involved in the inspection, and additionally, is subject to penalties assessed by the Race Director.
- 9.5.4 If an Entrant or Driver of a protested car does not allow inspection under these terms, they will be disqualified by the Race Director.
- 9.5.5 All other provisions of Articles 9.2 - 9.3 above shall apply to protests against cars.

9.6 RIGHT OF REVIEW

The Stewards may re-open and review a judgment that they rendered if previously unknown facts or evidence are discovered.

ARTICLE 10 APPEALS**10.1 RIGHT TO APPEAL**

- 10.1.1 Provided that all Protest or other procedures specified by the IMSA CODE have been properly completed, an IMSA member shall have the right to appeal any decision or penalty issued under authority of the CODE against that member, except as otherwise prohibited.

10.1.2 Issues that are not subject to protest and all rulings, decisions, and any action taken by an IMSA official with respect to such issues shall not be subject to appeal. Appeals of protest decisions shall be limited to the subject matter of the protest. The decision to dismiss a protest may be appealed only by the party originally submitting the protest.

10.1.3 Except where determined by IMSA officials for good cause, there shall be no stay of any decision or penalty pending disposition of the appeal. Payment of prizes and/or point awards may be withheld pending final disposition of the appeal.

10.2 APPEAL PROCEDURE

10.2.1 The appellant must give written notice of their intention to appeal a decision or penalty to the Vice President of Operations of IMSA, or if applicable, the Race Director or Stewards of the Meet, within one hour of the announcement of such decision or penalty.

10.2.2 Contingent upon compliance with Article 10.2.1 above, an appeal must be filed in writing and received by IMSA at its headquarters no later than 5:00 PM of the second business day after the announcement of the decision or penalty being appealed. The appeal may be transmitted by fax or any other electronic means of communication with confirmation of receipt, must be signed by the appellant personally, and must specifically identify and address the decision or penalty being appealed.

10.2.3 The appeal must be accompanied by an appeal fee of \$5,000. The fee is not returnable should the appellant not follow up their declared intention to appeal or for the grounds set forth in Article 10.3.5 below.

10.2.4 If the appeal involves a decision or penalty imposed by the Race Director and/or Stewards of the Meet, the Race Director and/or Stewards shall submit a written statement to the Appeal Review Board (with a copy to the appellant) which shall include a summary of the background of the proceedings and actions taken by the Stewards, the background of any formal investigative inquiry and/or the protest procedures, and any other information which they wish for the Appeal Review Board to consider.

10.3 HEARING OF APPEALS

10.3.1 Appeals shall be heard by the IMSA Appeal Review Board ("Board"). The IMSA Vice President of Operations shall appoint a Board Chairman and two additional members for the specific appeal to be heard. In the event that a Board member is factually involved in the appeal, the Board member shall recuse themselves from participating on the Board and the IMSA Vice President of Operations shall select a replacement. In the event that the Vice President of Operations of IMSA is factually involved in the matter, the choice of Board Members shall be reviewed and ratified by another member of the ACCUS board.

10.3.2 The Board will establish the most appropriate procedure for hearing a particular appeal and shall notify the parties of such procedure. In conducting a hearing and deciding an appeal, the Board shall not be bound by technical or formal rules or procedures, but shall conduct its proceedings in the manner best suited to ascertaining the relevant facts and the merits of the parties' respective positions. The Board must conduct its hearing and announce its decision no later than 30 calendar days after receipt of the appeal by IMSA (unless otherwise mutually agreed by the Board, IMSA and appellant).

10.3.3 The Board may summon either orally or in writing and at its sole discretion, any IMSA member to testify at a hearing or otherwise submit relevant evidence. Any member who is summoned and refuses to so testify or submit evidence may be subject to disciplinary action as deemed appropriate by IMSA.

10.3.4 The appellant and any members must testify in person or submit evidence personally. Attorneys or other representatives of appellant and any such members are not permitted at oral hearings.

10.3.5 Any appeal which fails to comply with the procedures set forth in this Article 10 may be dismissed by the Board Chairman at his sole discretion. Similarly, if the Chairman determines that the appellant has failed to identify any issues properly subject to appeal or if the appeal has been brought without reasonable grounds, the appeal shall be dismissed and the subject matter of the appeal shall for all purposes be deemed null and void and not subject to a right of further appeal. Failure of the appellant to appear at the time and place set for oral hearing or to otherwise fail to respond to any investigatory request of the Chairman or Board may also result in the dismissal of the appeal with prejudice. In all such instances, the entire appeal fee shall be forfeited and additional penalties may be imposed by the Board without further right of appeal.

10.4 APPEAL JUDGMENT

The Board may affirm, modify or reverse a decision or penalty imposed by the Race Director or the Stewards including but not limited to reducing or increasing a previously imposed penalty and/or assessing a new or different penalty and will also determine the disposition of the appeal fees unless otherwise addressed elsewhere in this Article 10. However, the Board may not order a competition to be rerun.

10.5 PUBLICATION; DECISIONS, PENALTIES, PROTESTS & APPEALS

IMSA shall have the right, without recourse brought against it, its agents or its publisher, to publish any decision, penalty or judgment imposed by IMSA, the Race Director, Stewards or the Board, including publication of the names of the involved parties.

ARTICLE 11 AUTOMOBILES

IMSA will publish rules and specifications for various classes of cars eligible to compete in each series.

11.1 AUTOMOBILE

The automobile or car shall be defined throughout the IMSA CODE as consisting of the body shell/chassis unit, and the IMSA approved engine block or crankcase, neither of which may be replaced during a race. In the case of rotary engines the cylinder block shall consist of the front, intermediate and rear housings. It must have at least four wheels not in a line, two of which must effect the steering and two that affect the propulsion.

11.2 TIRES

11.2.1 IMSA will regulate the eligibility of tires in its sanctioned competitions in order to promote equality.

11.2.2 It is prohibited to use a traction compound or any substance which might alter the physical properties of a competition tire as supplied by its manufacturer.

11.2.3 Tire warmers and any other means of artificially warming tires are prohibited.

11.3 FUEL

11.3.1 IMSA reserves the right to have all cars use the same brand and designated grades of fuel in a given Event. When this right is exercised, it will be stated in the Series Standing Supplementary Regulations, the Event Supplementary Regulations or in other IMSA bulletins for that Event. Fuel used for practice, qualifying and the race will be supplied by the "Official Fuel" supplier and must be used exactly as supplied by the "Official Fuel" supplier. An approved lubricant may be added to the fuel for some engine types with the prior written approval of IMSA.

11.3.2 In the case of any Event where an "Official Fuel" has been named, IMSA may sample the actual fuel(s) provided by the fuel supplier and those samples will become the benchmark from which all competitor's samples will be judged. IMSA reserves the right to check any fuel at any time during a competition.

11.3.3 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 afterwards.

11.3.4 Competitors are specifically required not to leave any fuel at the circuit after the Event, unless prior arrangements have been made.

11.4 TECHNICAL INSPECTION/MANDATORY SAFETY REQUIREMENTS

Each entered car must be inspected and approved by the Technical Director or their delegated assistant(s) before it will be allowed to participate in competition or practice. No expressed or implied warranty of safety shall result from this inspection or approval. It is at all times solely the responsibility of the Entrant to have their car free from mechanical defects and in safe racing condition. Cars damaged or altered after they have been approved at inspection are subject to re-inspection and approval. IMSA will make the final decision on the safety and eligibility of an accident-damaged vehicle. Major body components must be maintained in normal position throughout the competition. Questionable cars are subject to approval by the Technical Director. Cars shall present a neat, clean and professional appearance.

11.5 INSPECTION

11.5.1 IMSA at its sole discretion, reserves the right to impound and inspect cars competing in an Event. Failure to comply may result in Exclusion.

11.5.2 The timing, location, method and type of car inspection, and the number of vehicles to be inspected at any Event will be determined by the Technical Director.

11.5.3 When instructed by the officials to go to "Parc Fermé" or the inspection area, cars must proceed directly and without delay, or may be Excluded.

11.5.4 It is the responsibility of the Driver or Entrant to prepare a car for inspection when requested to do so by the Technical Director or their assistant(s). Any expense incurred, except in the case of a protest, shall be the liability of the Entrant. Preparation of a vehicle for inspection must be performed in a timely manner as determined by the Technical Director. Any part that does not comply with the IMSA CODE may be indefinitely retained by IMSA.

11.5.5 Admittance to any area in which inspections are being made is controlled by the Technical Director.

11.5.6 Each car entered must submit to Technical Inspection during scheduled hours and display an official Tech sticker.

11.5.7 Measurements under IMSA rules:

- a. Both metric and English dimensions may be given in the IMSA CODE. In such cases, when the two systems do not equate exactly, measurements for compliance during inspection will normally use the system most advantageous to the Entrant.
- b. The IMSA 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.

11.5.8 Appearance: Clean and neat, no old damage.

11.5.9 Identification numbers must be placed on both sides and front, and must be legible to the satisfaction of the Chief Timekeeper. Specific requirements may be provided in Event Supplementary Regulations.

11.5.10 Racing Tires: Mandatory, unless Supplementary Regulations provide otherwise.

11.5.11 Leakage: Not allowed.

11.5.12 Driver Safety Equipment: Per Article

11.5.13 Compliance with series sponsor advertising requirements is mandatory.

11.5.14 Mandatory safety requirements for all cars except as specified in the Supplementary Regulations for a specific series.

11.5.14.1 A six point Driver restraint system of approved design must be installed. The effectiveness and longevity of a seat harness is directly related to the way in which they are installed and maintained. The belts must be replaced after a severe collision and whenever the webbing is cut, frayed or weakened due to the action of chemicals or sunlight. They must also be replaced if any buckles are bent, deformed or rusted. Any harness which does not function correctly must be replaced.

11.5.14.2 All cars must be equipped with two master electrical circuit breakers, one accessible from inside (accessible by the Driver when normally seated and fitted with the mandatory safety harness), and the second outside the car, that control all electrical power (except electrically actuated fire systems). The preferred outside location is the passenger side cowl area. The circuit breakers must be clearly marked by a spark in a blue triangle.

11.5.14.3 All cars must have at least two operating red brake lights and two taillights. Amber brake lights will not be permitted. (During a competition, the Race Director may accept one functioning headlight, one functioning taillight and one functioning brake light due to damage or equipment failure.)

- 11.5.14.4 Headlights must be protected against breakage. Headlights may be taped.
- 11.5.14.5 Two external rear-view mirrors must be installed. Minimum dimension of each external mirror: 100 cm2.
- 11.5.14.6 Safety fuel cell of an approved type meeting FIA Spec FT-3 is required, must be mounted outside the Driver's compartment, separated by firewalls, flame and leakproof, and protected as far as practicable by the roll cage. Steel or steel braided fuel lines with appropriate fittings, fuel cell check valve, and vent line check valve are mandatory. The fuel cell vent system on the car must be designed so that all fuel vapors released during refueling are returned to the overhead tank via the 2" ID refueling vent hose. **NO SPILLAGE WILL BE TOLERATED!** Refueling equipment protruding into the Driver's compartment must be shielded so as to prevent hazard to the Driver in the event of rupture. The bodywork may be modified to install fillers and vents so they do not protrude beyond the plane of the outside mounting surface. All fuel cells less than 20 cm from the lateral flanks must be protected by an adequate crushable structure.
- 11.5.14.7 Hoods, deck lids and movable body sections must be secured with supplemental pins or fasteners. Latches may be deactivated. On cars where a key is required to open the trunk lid, the lock must be deactivated or may be removed.
- 11.5.14.8 Supplemental pins used to secure movable body sections (such as hoods, doors, fenders, lids and removable tops) must have attaching cables to prevent accidental loss of pin.
- 11.5.14.9 No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable.
- 11.5.14.10 Full roll cages of approved design are mandatory. Material and construction specifications and recommended designs are contained in FIA Sporting CODE, Appendix J, Article 253, Section 8 and in these rules. Competitor must be prepared to drill inspection hole(s) in the roll structure for verification.
- 11.5.14.11 A fire extinguisher is required for the respective categories and must be carried and in certified working order at all times. The on-board fire extinguisher system must be of a size and an approved extinguishing material that is in accordance with the FIA Sporting CODE, Appendix J, Article 258A.15.1, or equivalent. Trigger must be marked with a red circle with the letter "E" and be operable by the Driver and also from outside the car. Outlets must be directed into the Driver, engine and fuel compartments.
- 11.5.14.12 All cars must be fitted with one front and one rear towing eye, painted red, accessible without the use of tools and be clearly marked with a red arrow on a white background. They must be securely fitted to the chassis of the car by means of a metallic rigid element (cable loops are forbidden). They must be strong enough to allow recovery of a car lying on its flat bottom in a gravel bed. Should the towing eye break, the track marshals will pull the car to a safe position using any element of the chassis or of the bodywork whatsoever, which they consider strong enough, and the car may be excluded from the race. In the event that a car is damaged as a result of these actions, IMSA will accept no responsibility for any damage caused, however it may have been caused.
- 11.5.14.13 In all cases, the Driver must be able to easily exit the car through both the Driver side and the passenger side in an emergency.
- 11.5.14.14 An on-board starter and energy source must remain functional at all times, except when deactivated in an emergency by the master electrical circuit breaker (Article 11.5.14.2)
- 11.5.14.15 During periods of darkness, up to three (3) identification lights are permitted on the top or on the side, provided they do not face rearwards, flash or blink. They should not be yellow, blue or excessively bright red, and all identification lights are subject to approval by IMSA.
- 11.5.14.16 An "arrow" decal denoting tow hook location, window net release and door release must be affixed in each of these locations.
- 11.5.15 If the Technical Director determines prior to the race that a car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Technical Director, the deficiency
- a. Will not affect safety;
 - b. Cannot be corrected in time for qualifying or the race (if no qualifying);
 - c. Will not provide the competitor a significant competitive advantage over other competitors;
 - d. Is so insubstantial as not to warrant a determination that the car is ineligible to race.
- If the Race Director permits the car to compete under these circumstances, the Technical Director will apprise the competitor in writing of the deficiency, and the car will be prohibited from competing in any future Events if the deficiency has not been corrected.

11.6 OTHER EQUIPMENT

On an individual basis, IMSA may approve equipment to be fitted to race cars and/or Drivers or waive certain procedural requirements for the sole purpose of enhancing the television coverage of the Event

IMSA CODE 2010

STANDING SUPPLEMENTARY REGULATIONS

IMSA has established uniform Standing Supplementary Regulations under which Events in various series are held and its championships are determined.

IMSA is the sole authority for the awarding of all IMSA series championship points, the naming of IMSA series Driver, Team and Manufacturer Champions and the distribution of any IMSA series point funds in the manner set forth in the Standing Supplementary Regulations.

Notwithstanding that a particular IMSA series competition may be listed on the FIA Calendar, IMSA reserves sole authority to settle any dispute which might arise during an IMSA series competition, insofar as the dispute would affect any of the above mentioned determinations, by naming a final court of appeal in accordance with Article 10 of the IMSA CODE or as otherwise provided for in these Regulations.

The Standing Supplementary Regulations of each series are published separately, but are incorporated as a part of these Regulations by reference herein.

ARTICLE 12 -- THE AMERICAN LE MANS SERIES

ARTICLE 13 -- IMSA GT3 CUP CHALLENGE BY YOKOHAMA

ARTICLE 14 -- COOPER TIRES PROTOTYPE LITES CHAMPIONSHIP

The Article numbers within each Standing Supplementary Regulation may match or be different than that listed above.

IMSA CODE 2011

APPENDIXES

APPENDIX 1 -- 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
 Cylinder volume (displacement) = $3.1416 \times \text{bore}^2 \times \text{stroke} \times 4$
 Engine displacement = Cylinder volume x number of cylinders
 Weight of gasoline = 7.2 pounds per gallon at 60° F
 Atmospheric pressure = 29.92" HG = 14.7 P.S.I. = 1.01 Bar
 1 Bar = 14.5 P.S.I.
 Average speed formula = $\frac{3600 \times \text{length of track} \times \text{number of laps}}{\text{Total time in seconds}}$

APPENDIX 2 -- IMSA/SERIES DRIVER AND TEAM FIRESUIT PATCHES

Please refer to the respective SSR for each series for locations and requirements.

APPENDIX 3 -- IMSA RADIO FREQUENCIES

CHANNEL			RX-FREQ	TX-FREQ	PL CODE
Race Control (Primary)	Simplex	1	451.1750	451.1750	TPL 192.8
Race Control (Backup)	Simplex		461.6250	461.6250	TPL 464.0

American Le Mans Series Radio is broadcast on Scanner Frequency 454.000

Competitors must not use these IMSA operational frequencies.