



IMSA CODE

COMPETITION RULES

OF THE

**INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, INC.**

P.O. Box 10709

Tampa, FL 33679-0709

(813) 877-4672

FAX (813) 876-4604

MCI: IMSA 217,0907

1994

Printed on Recycled Paper





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FORWARD

For all participants, the IMSA CODE establishes the foundation for the organization and conduct of all IMSA sanctioned events. The IMSA CODE takes effect immediately upon publication.

The CODE consists of three main sections. The opening articles concern participant and event procedures and set 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 second group of articles, comprising the bulk of the IMSA CODE, concern car preparation rules. The IMSA CODE closes with the standing supplementary regulations, which provide detailed information about each of IMSA's racing series.

As IMSA looks toward the future, we rededicate our commitment to the highest standard of motorsports competition in a time of great opportunity. We strongly encourage every IMSA member to read and familiarize themselves with this IMSA CODE, which is our guide to conducting promotable, rewarding, and enjoyable events. IMSA wishes all of you the best for a safe and successful season in 1994.

Dan Greenwood
President and CEO

Mark Raffauf
Executive Vice President,
Competition

George Silbermann
Executive Vice President,
Administration

PREFACE

To enhance the safety of participants and spectators at IMSA sanctioned automobile races and to provide for the orderly conduct of events requires 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 1994 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the IMSA CODE as well as all amendments thereto, and shall remain in force and effect except as provided herein, until superseded by publication of the next edition of the IMSA CODE.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 insure that his conduct and equipment comply with all applicable IMSA Rules and Regulations, as they may be amended from time to time. No express or implied warranty of safety shall result from the publication of, or compliance with, these Rules. 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.

In keeping with IMSA's goal of close competition, it may be necessary for IMSA to make rule changes from time to time. Such changes are designed to enhance close competition and maintain a proper balance in the quality of our racing programs. IMSA's goal of a full field of a variety of race cars in each race that are as closely matched as possible is in the best interest of the sport.

* NOTE: Sections or paragraphs beginning with an asterisk (*) are changed from the 1993 CODE.

CONTENTS

ARTICLE	TITLE	PAGE
1.	CONTROL OF COMPETITION	1
1.1	International Control	1
1.2	National Control	1
1.3	IMSA Control	1
1.4	IMSA Commissioner	2
2.	DEFINITIONS - TERMS	2
2.1	IMSA - International Motor Sports Assn., Inc.	2
2.2	IMSA CODE	2
2.3	Competition	3
2.4	Event	3
2.5	Sanction	3
2.6	Driver	3
2.7	Entrant	3
2.8	Promoter/Organizer	3
2.9	Participant	3
3.	MEMBERSHIP-LICENSES	3
3.1	IMSA Members	3
3.2	Application Forms	3
3.3	Competition License	4
3.4	Crew License	4
3.5	IMSA Conduct	4
4.	EVENTS	4
4.1	Organization	4
4.1.1	Approval	4
4.1.2	Acknowledgment of Rules	4
4.1.3	Sanctions	5
4.1.4	Supplementary Regulations	5
4.1.5	Insurance Regulations and Standards	5
4.1.6	Postponement, Abandonment, Cancellation	6
4.2	Classification	7
4.3	Courses	7
4.3.1	Course Measurement	7
4.4	Timing, Scoring, Starts, Finishes, Results	7
4.4.1	Starts	7
4.4.2	Starting Line	8

4.4.3	Starting Positions	8
4.4.4	Standard Rolling Start	8
4.4.5	Timing and Scoring	9
4.4.6	Control Line	9
4.4.7	Starter	9
4.4.8	False Start	9
4.4.9	Restart	10
4.4.10	Minimum Duration	10
4.4.11	Ties	10
4.4.12	Winner	10
4.4.13	Inadvertent or Delayed Checkered Flag	10
4.4.14	No Start.....	11
4.5	Awards	11
4.5.1	Official Results	11
4.5.2	Payment	11
4.5.3	Driver Logs	11
4.5.4	Point Fund Payment	11
5.	ENTRANTS-DRIVERS	12
5.1	Driver's License	12
5.1.1	Entrant's License	12
5.1.2	Entrant's Representative	13
5.2	FIA License	13
5.3	Entries	13
5.4	Acceptance and Refusal	14
5.5	Falsification	14
5.6	Scratch	14
5.7	Conduct	14
5.8	Responsibility	14
5.9	Alcohol-Controlled Substances	15
5.10	Medical Responsibilities of Participants	15
5.11	Safety Equipment	15
5.12	Advertising-Promotion-Contingent Awards	16
5.13	"T" Cars	16
6.	RACING RULES	16
6.1	Passing	16
6.1.1	Pit Entry/Exit	16
6.2	Flag Signals	17
6.2.1	Green Flag	17
6.2.2	Blue Flag	17
6.2.3	Yellow Flag	17
6.2.4	White Flag	17
6.2.5	Yellow Flag with Vertical Red Stripes	18

6.2.6	Black Flag	18
6.2.7	Black Flag with Orange Disc	18
6.2.8	Red Flag	18
6.2.9	Black and White Checkered Flag	18
6.2.10	Black Flag All	18
6.2.11	Safety Car	18
6.2.12	Rapid Response Medical Vehicle (RRMV)	19
6.3	Rules When Away from the Pits	19
6.4	Rules of the Grids and Pits	19
6.4.1	Uniforms	19
6.4.2	Fueling	19
6.4.3	Other Equipment	20
6.4.4	Pit Lane Regulations	21
6.4.5	Pit Traffic	22
6.4.6	Removal from Pits	22
6.4.7	Gridding of Automobiles	22
6.4.8	Oval Track Procedures	22
6.4.8.1	Yellow Flags/Lights	22
6.4.8.2	Race Start	22
6.4.8.3	Restarts after a Caution	23
6.4.9	Sound Enforcement Guidelines	23
7.	OFFICIALS	24
7.1	Supervision	24
7.2	Appointment of Officials	24
7.3	Conduct	24
7.4	Separation and Plurality of Duties	25
7.5	Race Director/Chief Steward	25
7.6	Stewards	25
7.7	Series Competition Directors	26
7.8	Starter	26
7.9	Timekeeper (Timer and Scorer)	26
7.10	Technical Director (Scrutineer)	26
7.11	Flag Marshal	26
7.12	Communications Marshal	26
7.13	Course Marshal	26
7.14	Medical Director	26
7.15	Other Officials	27
8.	PENALTIES	27
8.1	Range of Penalties	27
8.2	Probation	27
8.3	Fine	27
8.4	Time/Lap	28
8.5	Loss of Race Points	28

8.6	Disqualification	28
8.7	Suspension	28
8.8	Loss of Accrued Points	28
8.9	Expulsion	28
8.10	Standard Penalties	28
9.	PROTESTS	29
9.1	Form	29
9.2	Time Limits	29
9.3	Protests Against Cars	30
9.4	Disposition of Protests	30
9.5	Awards	30
9.6	Malicious Protests	30
10.	APPEALS	31
10.1	Effect	31
10.2	Form	31
10.3	Hearing	31
10.4	Judgment	31
10.5	Malicious Appeals	31
11.	AUTOMOBILES	32
11.1	Automobile	32
11.2	Tires	32
11.3	Fuel	32
11.4	Technical Inspection/ Mandatory Safety Requirements.....	32
11.5	IMSA WORLD SPORTS CARS™	39
11.5.1	Purpose and Definition	39
11.5.2	Engines	39
11.5.2.1	Substitution and Modification of Components	39
11.5.3	Minimum Weights	41
11.5.4	Chassis and Body	41
11.5.4.1	Basic Dimensions	42
11.5.4.2	Cockpit	42
11.5.4.3	Aerodynamic Devices	43
11.5.4.4	Wheels, Brakes and Tires	44
11.5.5	Drive Train	44
11.5.6	Fuel System	44
11.5.7	Technical Inspection and Safety Requirements ...	45
11.5.8	Miscellaneous	45

11.6	IMSA GT CATEGORY	46
11.6.1	Purpose	46
11.6.2	Eligibility	46
11.6.3	Recognition Forms	47
11.6.4	Fuel Tanks	47
11.6.5	Minimum Weights	47
11.6.6	Authorized Modifications	48
11.6.7	Grand Touring Over (GTO)	54
11.7	IMSA STREET STOCK CATEGORY	56
11.7.1	Purpose	56
11.7.2	Eligibility	56
11.7.3	Classes	56
11.7.4	Recognition Forms/Configuration	56
11.7.5	Official Weight	57
11.7.6	Mandatory Safety Modifications	57
11.7.7	Authorized Modifications	59
11.7.8	Fuel/Refueling	61
11.7.9	Street Stock Eligibility and Tire Size List	62
11.7.10	Eligibility Notes	66
11.8	IMSA SUPERCAR CATEGORY	67
11.8.1	Purpose	67
11.8.2	Eligibility	67
11.8.3	Recognition Forms/Configuration	67
11.8.4	Official Weight	68
11.8.5	Mandatory Safety Modifications	68
11.8.6	Authorized Modifications	69
11.8.7	Fuel	71
11.8.8	Eligibility and Tire Size List	71
11.8.9	Eligibility Notes	72
12.	STANDING SUPPLEMENTARY REGULATIONS	73
12.1	EXXON WORLD SPORTS CAR™ CHAMPIONSHIP	73
12.1.1	Duration	73
12.1.2	Car Eligibility	73
12.1.3	EXXON WORLD SPORTS CAR™ Driver Champion	73
12.1.4	Manufacturer Champion	75
12.1.5	Advertising	75

12.1.6	Qualifying	76
12.1.7	Engine Changes After Qualifying	76
12.1.8	WORLD SPORTS CAR™ Test Ban	76
12.2	EXXON SUPREME GT SERIES	77
12.2.1	Duration	77
12.2.2	Car Eligibility	77
12.2.3	Exxon Supreme GT Driver Championships	77
12.2.4	Manufacturer Champions	78
12.2.5	Advertising	78
12.2.6	Qualifying	79
12.3	FIRESTONE FIREHAWK ENDURANCE CHAMPIONSHIP	80
12.3.1	Duration	80
12.3.2	Car Eligibility	80
12.3.3	Driver Champion	80
12.3.4	Manufacturer Champions	81
12.3.5	Car of the Year	82
12.3.6	Advertising	82
12.4	BRIDGESTONE SUPERCAR CHAMPIONSHIP	83
12.4.1	Duration	83
12.4.2	Car Eligibility	83
12.4.3	Driver Champion	83
12.4.4	Manufacturer Champion	84
12.4.5	Advertising	84
12.4.6	Bridgestone Supercar Championship Qualifying	85
12.5	BARBER SAAB PRO SERIES	85
13.	CAR IDENTIFICATION DIAGRAMS.....	86
14.	EQUIVALENCE FORMULAE/ MISCELLANEOUS	88

1. CONTROL OF COMPETITION

1.1 International Control

The Federation Internationale de l'Automobile (FIA) is the authority which 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.

Except as provided in Article 12 of the IMSA CODE, FIA is the final international court of appeal for disputes arising out of FIA-listed events.

1.2 National Control

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.

ACCUS, FIA
1500 Skokie Blvd.
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ACCUS is therefore the sole authority which oversees international automobile competitions in the U.S.A., its territories and protectorates.

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

- Championship Auto Racing Teams, Inc. (CART),
- International Motor Sports Association, Inc. (IMSA),
- National Association for Stock Car Auto Racing, Inc. (NASCAR),
- National Hot Rod Association, Inc. (NHRA),
- Sports Car Club of America, Inc. (SCCA), and
- United States Auto Club, Inc. (USAC).

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 towards international and world championships.

1.3 IMSA Control

The International Motor Sports Association, Inc. 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 annual IMSA series of events.

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.

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

IMSA may amend the IMSA CODE from time to time by publishing a notice of amendment in either an IMSA bulletin or newsletter mailed to IMSA competitors, and an amendment shall become effective upon the date of such mailing unless otherwise provided in the notice of amendment.

1.4 IMSA Commissioner

IMSA shall appoint a Commissioner responsible for the orderly administration of appeals in accordance with Article 10 of the IMSA CODE and other specific duties and projects assigned by IMSA. The Commissioner shall decide on behalf of IMSA, whether or not an appeal should be considered, and, if so, whether an oral hearing should be granted, and his decision shall be final.

Notwithstanding Article 10.3, if the Commissioner decides that an appeal should be heard, he may name a court of appeal, or he alone may hear the appeal. The court of appeal or the Commissioner shall render a judgment in accordance with Article 10.4 and this judgment shall be final and binding upon all IMSA members.

The Commissioner shall prepare for IMSA a written report of all appeal proceedings, which shall be subject to the same right of publication set forth in Article 10.4.

2. DEFINITIONS — TERMS

Standard nomenclature will be used wherever practicable in IMSA activities.

2.1 IMSA—International Motor Sports Association, Inc., P.O. Box 10709, Tampa, FL 33679-0709, a national sanctioning organization formed to promote motor sports; to organize, sanction, supervise and conduct motor sports events; to promote uniform rules and safer 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 laws and regulations governing the sanctioning and conduct of IMSA-sanctioned events. IMSA may amend the IMSA CODE from time to time by publishing notices of amendment in IMSA

bulletins or newsletters, as provided in Article 1.3 hereof.

2.3 Competition

A contest in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.

2.4 Event

An entire program of IMSA-sanctioned competitions.

2.5 Sanction

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 whose automobile is 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 driver, mechanic, pitman or actual official of the race, announcer, ambulance crew, tow truck or push car crew and pit gate worker or all other persons bearing assigned pit passes duly and officially issued by IMSA, provided all such other persons are limited to those who have clearly defined duties directly allotted to them".

3. MEMBERSHIP—LICENSES

3.1 IMSA members are independent contractors and are neither agents, servants nor employees of IMSA, and IMSA members 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, compensation insurance, income taxes, and withholding taxes.

3.2 Application forms for an IMSA membership and/or license may be obtained from IMSA headquarters, which is solely responsible for

issuing such memberships and licenses. Membership and/or license application forms must be fully executed, signed by the applicant, and accompanied by the requisite funds. The mere acceptance of an IMSA membership and/or license 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 and/or license has been approved.

3.3 Competition License is required of drivers, entrants, officials, promoters, organizers and industry representatives.

3.4 Crew License is required of mechanics, crew members and others who are issued pit pass credentials but who are not required to obtain an IMSA competition license.

***3.5 IMSA Conduct** - IMSA is dedicated to the highest standards of safety and sportsmanlike conduct and all members and/or license holders must conduct themselves accordingly. Unsafe or unsportsmanlike 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.

4. EVENTS

4.1 Organization—An IMSA event may be organized by;

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

4.1.1 Approval

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

4.1.2 Acknowledgment of Rules

Every driver, entrant, official, promoter or other participant in an IMSA-sanctioned event, and every person who is issued an IMSA license agrees without reservation to conduct himself 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 by IMSA officials at the track shall prevail. Determinations by IMSA officials applying or interpreting the IMSA CODE shall be final and non-appealable except as provided in Articles 9 and 10 below. In order to promote the sport of auto racing, to achieve

prompt finality in competition results, and in consideration of receiving numerous benefits available to them, ALL IMSA MEMBERS AND LICENSE HOLDERS EXPRESSLY AGREE THAT DETERMINATIONS BY IMSA OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THIS CODE ARE NON-LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST IMSA OR ANYONE ACTING ON BEHALF OF IMSA, TO REVERSE, MODIFY, OR OBTAIN RELIEF FROM SUCH DETERMINATION FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM THE MEMBER OR LICENSE HOLDER. IF A MEMBER OR LICENSE HOLDER INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER OR LICENSE HOLDER AGREES TO REIMBURSE IMSA FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES.

4.1.3 Sanctions

Every speed event with which IMSA's name, service mark or emblem is associated must be formally sanctioned by IMSA.

4.1.4 Supplementary Regulations (SR) - define for all participants the specific conditions for an event. SR usually are combined with entry forms sent to competitors and officials. Since SR accommodate local conditions, they may occasionally appear to contradict a provision of the IMSA CODE; in such a case, the SR take precedence over the IMSA CODE.

Normally, the SR contain this information:

- a. Name, location, dates, nature and classification of the event.
- b. IMSA sanction and announcement: "Held under the IMSA CODE."
- c. Name and address of the promoter/organizer.
- d. Schedule and location of all activities and competitions, classes of automobiles eligible, etc.
- e. Entry deadline, fees, number of entries to be accepted and started in each competition.
- f. Schedule of awards and prizes.
- g. 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 competitors bulletin, addendum to the SR, announcement at a driver briefing, and so on.

4.1.5 Insurance Regulations and Standards

- a. Minimum Limits—IMSA requires that each pro-

promoter/organizer of an IMSA-sanctioned event obtain proper liability and participant accident insurance in the following minimum limits:

EVENT LIABILITY:

\$5,000,000

Combined Single Limit

PARTICIPANT ACCIDENT:

Accidental Death \$25,000

Medical Reimbursement \$50,000

Weekly Indemnity-\$100/week for
104 weeks (7-day waiting period)

Medical benefits are payable on a primary basis up to a limit of \$5,000 with the remaining \$45,000 to be excess based on coordination of benefits with any other insurance available to the claimant. Benefit period for payment of medical bills is three years from accident date.

b. Approval—Event liability insurance for IMSA-sanctioned speed events automatically must cover all participating drivers, crew members, car owners and sponsors as well as the sanctioning body and promoters. This protection must ordinarily be secured through the IMSA insurance program; otherwise the insurance policies must be submitted to IMSA for approval prior to the granting of IMSA sanction. Promoters must also provide evidence of such insurance coverage to the Race Director. Participant accident insurance coverage must be secured under the IMSA insurance program without exception.

c. Excess Medical Benefits—IMSA has secured an excess medical insurance policy which provides up to \$500,000 in benefits (\$50,000 deductible) to licensed IMSA members while they are taking part in IMSA sanctioned race events only.

d. Releases—Every competitor, official, worker, mechanic and other individual who is issued 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 and/or on the IMSA License Application. 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.

4.1.6 Postponement, Abandonment, Cancellation, Performance Guarantees

If an event is canceled or postponed for more than 15 days, entry fees will normally be returned to entrants who have had no opportunity to compete. The promoter/organizer of an IMSA-sanctioned event is bound to hold the event in accordance with IMSA

CODE and supplementary regulations for the event. If the event is cancelled or postponed by the promoter/organizer for any reason other than force majeure, act of God or other cause beyond the control of the promoter/organizer, IMSA may impose penalties. Nothing in this paragraph shall be construed to limit or otherwise affect any right of action by IMSA for breach of contract.

4.2 Classification

IMSA will classify events according to the drivers and types of automobiles which will take part. IMSA will create and maintain championship series of events for specific purposes and automobiles.

4.3 Courses

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

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).

4.3.1 Course Measurement

The official length of a course is measured along the centerline of the road.

4.4 Timing, Scoring, Starts, Finishes, Results

IMSA may require each car to be fitted with a scoring transmitter or other electronic scoring device in an approved location and manner. It must be subject to inspection at all times and surrendered or replaced upon request. The transmitter must not be tampered with nor transferred to another car unless specifically approved by IMSA.

Unless the SR of an event provide otherwise, the following definitions and procedures will be observed at IMSA events:

4.4.1 Starts

There are two types of starts:

- a. The standing start where the cars are stationary at the moment the starting signal is given, and
- b. 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 supplementary regulations for the event.

4.4.2 Starting Line

In a standing start, the starting line is the fixed position of each car prior to the starting signal.

In a rolling start, the starting line is the point on the course where timing begins.

4.4.3 Starting Positions

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

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.

A car must be qualified by a driver officially entered to drive that car.

In a sprint race, the driver who sets the official qualifying time for the car must also start the race in that same car to retain the starting position.

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. 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.

If two cars achieve the same qualifying time, the car which sets that time earliest in his qualifying session shall be gridded first.

In the interest of safety or at the discretion of the Race Director, a competitor who is unable to qualify in his session but can meet qualifying requirements, may be placed on the grid behind other automobiles of his division or at the rear of the grid.

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 event, championship points for the pole, pole bonuses and awards, and official qualifying records will not be awarded, nor will they factor into other awards based on the pole position.

***4.4.4 Standard Rolling Start**

Cars will take their assigned positions in two rows behind the pace car. The pace car will depart the starting grid and make at least one lap of the circuit at moderate speed. Normally, there will be two scheduled pace laps on circuits under two (2) miles in length. Any

car unable to start the pace lap in its assigned position may be held in the pits, required to join at the back of the field, and may then safely regain its starting position. Drivers will keep their original formation behind the pace car during the pace lap(s). After the pace car has left the circuit, usually via the pit entrance, drivers will maintain their positions at an even speed set originally by the pace car and maintained by the pole position car and driver. All drivers will remain in their original two-by-two starting positions on the pace lap until the green flag is shown by the starter signifying the start of the race. Any deviation from the original assigned starting positions or manipulation of the set pace will be considered an infraction of these rules. Official timing begins when the first car crosses the starting line. Cars unable to make the pace lap(s) or who present themselves too late to safely rejoin the starting field may be started from the pit lane with the permission of the Race Director after the field has received the green flag.

4.4.5 Timing and Scoring

a. 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.

* b. For a rolling start, the timing and scoring commences when the leading car crosses the starting line under green. Under certain circumstances, the Race Director may commence the timing (but not scoring) of a race if the start is waved off.

c. 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.

d. All starting cars will be credited with a finishing position whether or not they are running when the checkered flag is given.

4.4.6 Control Line

An automobile crosses a control line at the instant the center of its front wheels passes over that line, or at the instant the automatic timing apparatus is operated.

***4.4.7 Starter**

A driver is considered to be a starter in a competition and thus eligible for awards and championship points if he/she crosses the start line under green or is started from the pit lane in accordance with Article 4.4.4. (see also Articles 12.1.3.b. and 12.3.3.b)

4.4.8 False Start

A false start occurs when a driver moves forward from the position assigned to him by the Starter before the starting signal is given. The SR may define a penalty or the Race Director may assess

a penalty for a false start.

4.4.9 Restart

If it should become necessary to stop a competition, the Race Director may restart the competition with competitors in their original starting positions, in single file according to their standings, in their order passing the scoring line at the time the competition was halted, or as otherwise prescribed in the SR.

Pace laps on the restart will not be scored.

No work or replenishment may be done or assistance rendered to any car during the period after the competition is halted and before it is restarted, unless specifically authorized by the SR or the Race Director.

Overall race time will continue to be counted during the stoppage unless otherwise announced by the Race Director.

4.4.10 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.

4.4.11 Ties

In case of a tie (dead heat) the competitors concerned will share equally the sum of the prizes allotted for their positions.

4.4.12 Winner

The driver or drivers of the car which completes the distance of the competition in the least time or the greatest distance in the time set for the competition will be declared the winner(s).

In competitions of a given distance, the checkered flag will be given first to the winner, then to the other finishers as they cross the finish line.

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. (see also Article 6.2.4).

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.

***4.4.13 Inadvertent or Delayed Checkered Flag**

Should the checkered flag inadvertently or otherwise be 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.

Except as provided in Article 6.2.4, should the checkered flag be inadvertently delayed, the results will be based on the positions at the moment provided for in the Supplementary Regulations. 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 has been given to the leader.

***4.4.14 No Start**

If the starter waves off the scheduled start of a race, he will display no flag. Normally, he will also shake his head indicating "no" and all flag stations will then display a motionless yellow flag. Cars should continue at a reduced pace, reform into original grid positions as soon as possible, and anticipate a start the next lap.

4.5 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.

4.5.1 Official Results

Following a competition, the Official Results will be those issued from the IMSA office and/or published in the IMSA ARROW 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, published in final form and signed by the Timekeeper or Race Director.

4.5.2 Payment

All awards earned by a car in a competition will be paid to the registered entrant of the car or as directed on the official entry form.

4.5.3 Driver Logs

Prior to awarding championship points, IMSA may require entrants or drivers to submit a signed IMSA driver log at the conclusion of a competition which states the amount of time or number of laps completed by each driver in the car. In cases where more than the specified maximum number of drivers in a car could be eligible for point awards, it is the responsibility of the entrant to advise IMSA of which drivers should be considered as eligible.

4.5.4 Point Fund Payment

Driver championship point funds will be paid directly to the drivers unless the driver provides written notification to IMSA otherwise.

***5. ENTRANTS - DRIVERS**

Every IMSA member who desires to participate in an IMSA-sanctioned event as a driver, entrant, crew member, IMSA official, sponsor or industry representative must apply for, receive, and possess a current IMSA license. All licensed IMSA members are and shall be independent contractors and not agents, servants, or employees of IMSA; except that employees of IMSA shall also hold IMSA licenses.

Licenses 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 licenses, including but not limited to driver's licenses and entrant's licenses.

***5.1 IMSA Driver's License**

Every person who drives a car in an IMSA-sanctioned event shall possess a current IMSA competition license (except as provided in Article 5.2). Applicants must be at least 18 years old.

IMSA competition driver licenses may be issued to drivers with appropriate documented experience or to holders of FIA Grade C or better licenses from their home competition club. Holders of foreign FIA licenses should secure permission from their home competition club.

IMSA provisional competition driver licenses may be issued to drivers with proof of prior experience and/or suitable schooling. Provisional driver license holders may compete in all IMSA Street Stock and Supercar races as well as IMSA GT races which are not FIA-listed. Provisional driver license holders may not compete in FIA-listed events nor in IMSA GT races conducted on temporary street circuits. Provisional driver license holders are not eligible for FIA licenses. Provisional driver license holders may be upgraded, at IMSA's discretion, upon request of the license holder, following suitable experience. Normally, the provisional license holder will be observed for a minimum of three races.

Drivers with provisional driver licenses must contact the Race Director via IMSA officials in pit lane each time they intend to drive a car in practice, qualifying or a race.

IMSA WORLD SPORTS CAR™ driver licenses may be issued to drivers with suitable experience. An IMSA WORLD SPORTS CAR™ driver license is required for competition in an IMSA WORLD SPORTS CAR™ (except as provided in Article 5.2).

***5.1.1 IMSA Entrant's License**

An IMSA Entrant's license is recommended, but not mandatory. A current IMSA entrant's license is required for the listing of

sponsor names on official IMSA entry and results publications as well as for taking certain actions under the IMSA CODE (see also Articles 9 and 10).

***5.1.2. Entrant's Representative**

When the Official Entrant of a car cannot be present at an event or is otherwise unavailable, he 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 5, 8, and 11 of the IMSA CODE. The Entrant's Representative shall make himself 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.

***5.2 FIA License**

Every person who drives a car in an FIA-listed race shall possess a current FIA Driver License regardless of other licensing. Every car entered in an FIA-listed race must be entered by someone who possesses a current FIA Entrant License regardless of other licensing. IMSA anticipates listing all IMSA WORLD SPORTS CAR™ races on the International calendar as full FIA events.

Although the FIA licenses stipulated above are the only licenses required for participation in an FIA-listed race, entrants and drivers should be aware of the following:

a. All drivers, regardless of FIA affiliation, must also possess a current IMSA driver license to be eligible for IMSA championship point awards and bonuses.

b. The excess medical benefits listed under Article 4.1.5.c. are only available to holders of current IMSA licenses.

c. FIA license holders who do not possess current IMSA licenses will be required to sign releases at IMSA registration acknowledging that they are not eligible for the excess medical benefits under Article 4.1.5.c and agreeing to abide by the 1994 IMSA CODE.

5.3 Entries

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 article 5.6 below, the entry fee is non-refundable.

If it should be determined that an accepted entrant has no intention to take part in nor fulfill his other obligations in connection with an event, the entrant may be deemed in violation of these rules, and may be penalized.

Except as provided for in FIA-listed events, a car must be

entered by the holder of a current IMSA entrant or drivers license and must be clearly noted on the entry form.

After the close of entries, driver substitution(s) are subject to the approval of the Race Director. Driver substitutions after the close of official qualifying must be approved by the Race Director.

5.4 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.

5.5 Falsification

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

5.6 Scratch

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

However, if an entrant or driver, properly entered in an event, fails to appear, and if instead he should take part in another competition on the same day, he will have violated these rules and may be penalized.

5.7 Conduct

Every entrant and driver at an IMSA-sanctioned event is expected to conduct himself in a manner which will enhance the good name of motor sports and IMSA. Failure to do so may be considered to be a breach of these rules.

Conduct while driving a race car which is deemed by IMSA to be unnecessarily dangerous, negligent, or otherwise inappropriate for a professional driver may be considered to be a breach of these rules.

Pushing one car with another, bump-drafting, and similar activities will not be tolerated.

5.8 Responsibility

Entrants are responsible for the conduct of their drivers and crews during a competition. An offense by a team member may be charged to the entrant.

5.9 Alcohol-Controlled Substances

It is forbidden for any participant to consume any alcoholic beverage, narcotic or other controlled substance which may affect his behavior during practice, qualifying or racing portions of an IMSA event. IMSA may require a participant to undergo testing, at his own expense, to determine the presence of such substances.

5.10 Medical Responsibility of Participants

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 Medical Director before taking part in an event any unusual medical condition, allergy or anticipated special treatment he may require.

It shall be the further responsibility of a participating driver to disclose to the Medical Director 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.

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 license or before competing. The appointed physician may discuss the results of this examination with IMSA officials, who in turn may publicly disclose those results, and the driver waives without reservation any claim to doctor-patient confidentiality in this regard.

5.11 Safety Equipment

Drivers must equip themselves with the following safety equipment while taking part in an IMSA competition:

a. Crash helmet of recognized high quality. It is recommended that helmets meet the latest specifications and bear the seal of approval of the Snell Foundation 1990 SA. Driver's name, age, blood type, known allergies, unusual medical conditions, and date of most recent tetanus booster shot should be labeled on back of helmet.

b. Suit manufactured of Nomex or equivalent material and covering the entire body from the neck to the ankles and wrists, worn with full length underwear of similar material.

c. Gloves made of leather or fire resistant material such as Nomex.

d. Shoes and socks made of fire resistant material such as Nomex.

e. Drivers of open cockpit cars must be equipped

with full coverage helmets including face shield and a driver arm restraint system.

f. Hood or face mask of fire resistant material to cover facial hair or hair protruding from helmet.

***5.12 Advertising - Promotion - Contingent Awards**

Entrants and drivers of cars must execute the standard advertising release provided on each license application granting permission for the use of their names, photos, and photos of their racing cars in advertising and promotion material, excluding product endorsement.

To be eligible for contingent awards, competitors must actually use the product in question or meet other criteria of the contingent award program, display the appropriate decal and execute the standard advertising release provided.

Competitors must comply with advertising requirements specified for a sponsored event and for series of events.

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 IMSA members agree to accept IMSA's decision in this regard.

5.13 "T" Cars

During official practice only, an entrant may use a "T" car in addition to, or in lieu of, an officially entered car. To do so, he must notify IMSA in advance; the car must be inspected per Article 11.4; and it must bear the identification number of the officially entered car with a large "T" added directly adjacent in colors contrasting with the background. "T" cars are not permitted during official qualifying, warm-ups, or the race. "T" cars are not permitted in Street Stock.

6. RACING RULES

6.1 Passing

It is the responsibility of both the overtaking and overtaken driver to assure safe passing at racing speeds. A car traveling alone may use the full width of the track. However, if it is overtaken by a faster car, the driver must give way to the overtaking car. Passing may be either right or left depending on the conditions of the moment.

***6.1.1 Pit Entry/Exit**

Throughout the periods of practice, qualifying and racing, access to the pits must be made through the designated pit entrance. 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. 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. IMSA may impose a speed limit in pit lane.

6.2 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 signalling boards or with lights. Steady light is equivalent to a motionless flag; flashing light, a waved flag.

6.2.1 Green Flag

Start of race, or cancellation of a danger previously signalled. Track is clear.

6.2.2 Blue Flag

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

Waved: Make way for another competitor who is trying to pass you. Blue flag will normally be used in a case where the overtaken driver obviously is unaware of the following car, or is clearly obstructing another car.

6.2.3 Yellow Flag

Motionless: Danger; no passing; slow down.

Waved: Extreme danger; no passing; slow down; be prepared to stop.

Motionless yellow flag is generally used to advise of an obvious danger or to forewarn of a more serious danger ahead. Drivers should stop racing until they are past the danger zone.

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.

***6.2.4 White Flag:**

One (1) lap to go. When the Official Starter displays a waving white flag just prior to the scheduled conclusion of the race, it means the leader has started his/her last lap regardless of elapsed time or distance. The Official Starter will also normally hold up one finger at this time.

Otherwise, 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.

6.2.5 Yellow Flag with Vertical Red Stripes:

Slippery surface; and/or debris on course.

6.2.6 Black Flag

Waved: Stop in the pits for 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 after it has been displayed to him on four consecutive laps, the Race Director may instruct the Timekeeper to stop timing and scoring the car.

Furled: Warning. You have committed a dangerous or unsportsmanlike action. Desist or you will be penalized.

(See also Article 6.2.10)

6.2.7 Black Flag with Orange Disc

Your car has a mechanical fault of which you may not be aware. Stop at your pit next lap.

6.2.8 Red Flag

The race is stopped.

This flag is used exclusively at the discretion of the Race Director to stop the race. When it is shown, drivers will slow down to a slow speed and be prepared to stop at any time. No passing. They will proceed in a line, slowly and carefully around the circuit to the pits where they will be directed further. Unless it is specifically authorized by the Race Director and announced to all competitors, no service of any kind may be performed on any cars from the time the red flag is shown until the race is restarted. This includes cars which may already be in the pits.

6.2.9 Black and White Checkered Flag

End of a session or end of race. Take one cool-off lap at reduced speed and stop at the pits.

6.2.10 Black Flag All

Stationary black flag at all stations, waving yellow at scene of incident, black flag at start/finish. Interruption of practice or qualifying session. Take cool-off lap and stop at pits. Expect session to be resumed when temporary difficulty is corrected.

6.2.11 Safety Car

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 turn stations display a stationary yellow flag. No passing will be permitted anywhere on the circuit. The safety car will take the course ahead of the current leader, if possible. All contestants will then follow the safety car in single file.

The primary purpose of using the safety car is to create a traffic interval on the circuit so that marshals may handle emergencies

quicker and more safely; therefore, it is essential that stragglers catch up with the field as quickly as possible. It is forbidden for a contestant to pass the safety car unless he is waved by specifically.

Competitors may enter the pits while the safety car is on course, but they may not reenter the racing circuit unless directed by a marshal. They must fall into line at the rear of the field after it has passed the pit area.

The safety car will pace the field for a minimum of two laps. At the beginning of the final lap behind the safety car, the starter will usually give a "one lap to go" signal at the start-finish line and the safety car will extinguish its safety lights for the final safety lap.

On the restart, the green flag will be displayed at the start-finish line, the yellow flags dropped and racing may begin again.

Special safety car procedures for a given event will be discussed at the drivers' briefing.

6.2.12 Rapid Response Medical Vehicle (R.R.M.V.)

While the R.R.M.V. is in motion on the race track, it is forbidden for a contestant to pass the R.R.M.V. unless he is waved by specifically.

6.3 Rules When Away from the Pits

Only a driver may perform work on an automobile away from the pits. It is not permitted for the crew or any other person to render physical assistance in performing such work. Marshals or officials may push a disabled automobile to a safe location without penalty. It is not permitted for a driver to push his car except in the pits.

6.4 Rules of the Grids and Pits

6.4.1 Uniforms

Crew members shall wear clean uniforms or other appropriate and safe attire at all times during a race in order to present the best possible appearance to the public. Tank tops and similar attire will not be permitted. Whenever WORLD SPORTS CARS™ and/or GT cars are being refueled in pit lane during a race or the race is of a length such that refueling is anticipated, crew members, industry support people and all other individuals over the pit wall must wear full fire resistant clothing on their exterior.

6.4.2 Fueling

All fueling in the pit lane during a race must be done by using IMSA approved gravity fed fueling rigs as follows:

Vented overhead rig with a maximum overall height (not including vent) of 6'7" as measured from the pit lane surface.

* A fuel hose with a maximum inside diameter of 2" and a minimum length of eight feet. There must be an automatic spring

loaded shut off valve between the tank and the fuel hose that is manned during refueling. The shut off valve may not be equipped with any device that allows the valve to be locked in the open position. All competitors in IMSA WORLD SPORTS CARS™ and IMSA GT cars must install a fuel flow restrictor, provided by IMSA, in the fuel hose, through which all fuel must pass. The restrictor must be installed within a minimum 8" length of clear hose with the restrictor in contact with the refueling probe.

Initial dimensions of the fuel flow restrictor are: I.D. 1.25", length 1.5", the O.D. is 2.25" for a length of 1" and 2" for a length of .5" and are subject to change.

Single 2" I.D. vent hose connected to the overhead tank or an approved container mounted to the overhead tank behind the pit wall.

Refueling and vent hoses must be equipped with approved dry-break couplings.

* It is recommended that flexible bladder type refueling containers be replaced or returned to the manufacturer for inspection every 5 years.

The refueling rig may not be refilled during a pit stop.

No leakage or spillage of fuel will be tolerated.

All crew members handling fuel or refueling equipment must wear protective goggles and fire resistant clothing covering all exposed skin areas. Each team must have a fully charged minimum 10 lb dry powder fire extinguisher, or equivalent, in the pit at all times which must be manned any time the car is being refueled or fuel is being handled. The crew member manning the fire extinguisher during refueling may not participate in other pit stop activities, must be over the pit wall positioned to extinguish a fire particularly at the point of refueling, with the extinguisher set to be discharged.

Driver may remain in car and engine may be left running during fueling operation. It is forbidden for a crew member to work underneath a car during fueling.

Refueling of race cars on the final grid is not permitted.

During practice and qualifying, cars may be refueled in pit lane with containers no larger than five gallons equipped with approved dry-break fittings on both the fill and vent.

Except as provided for in Article 6.3, all fueling must be done in pit lane during a race.

* (See also Article 11.7.8 for special Street Stock refueling regulations.)

6.4.3 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 material 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. Carts - Motorized carts and similar 3 or 4-wheeled vehicles may not be driven into pit lane or parked behind the pits. 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 licensing and use of these vehicles.

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 - No electric-driven tools or other equipment which may generate sparks are permitted in the pits.

e. Slave Batteries - Slave batteries or auxiliary starting devices will be permitted in the pits during a race only if equipped with an approved sealed jack/receptacle unit.

f. Face Masks - It is recommended that crew members changing tires wear protective face masks to prevent inhalation of hazardous materials.

g. All structures or fixtures extending over pit lane must be at least 6'7" above the road surface.

6.4.4 Pit Lane Regulations

Any time race cars are on course, a maximum of two people per car plus a driver 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 the 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.

During a race one person may go over the pit wall to signal the race car to its pit for a pit stop. All other team members and all equipment must remain behind the wall until the car has come to a stop in its designated pit. At that time, a total of five team members are permitted over the pit wall to perform service on the car. Not counted in this total are a driver seated in the car, a driver entering or leaving the car, industry representatives examining a car's equipment, tires or other components, or the team member manning a fire extinguisher. (All other team members over the wall will be considered working on the car as will a driver if he performs any work on the car). Whenever a team member is working under a car in pit lane, jack stands or safety supports must be in place under the automobile.

Before leaving the pit, the race car must be completely free of all hoses, tools, etc. At no time may a car be driven over any line, tool or part. Lines, tools, parts, wheels, etc., must not be allowed to encroach upon, roll into, or otherwise be propelled into the fast pit lane or adjacent pits. This regulation may be modified in certain pit configurations. At the conclusion of the pit stop, team members

should promptly carry all equipment back behind the pit wall.

During official practice and qualifying sessions, these same regulations are in effect except that the team is not restricted to a total of five team members performing service on the car.

(See also Article 6.1.1)

6.4.5 Pit Traffic

It is strictly forbidden to drive a car in reverse or against traffic under its own power in pit lane. A driver who overshoots his assigned pit must either complete another lap or he may be pushed by his crew to his pit in reverse direction.

A car may be pushed in the pits by its driver, its crew or by officials, and it may be push started in the pits without penalty.

6.4.6 Removal from Pits

Cars may be removed from the pits during a race only with the approval of the Race Director. Otherwise, if a car is removed from its pit, it will be assumed it is being withdrawn from the race. The Race Director may permit removal of a car for necessary work too inconvenient or hazardous to do in the pit, and may assign a marshal to observe the work done.

6.4.7 Gridding of Automobiles

All automobiles must be gridded fifteen minutes prior to the scheduled start of an event, or at a time designated in the Supplementary Regulations. Any automobile arriving after the published time may at the discretion of the Race Director be placed on the back of the grid. The running of engines during pre-race ceremonies will not be permitted.

6.4.8 Oval Track Procedures

6.4.8.1 Yellow Flags/Lights

Any yellow light or flag displayed is to be considered a full course yellow.

During Practice or Qualifying - As soon as a yellow light/flag is observed, all drivers must reduce speed and enter the pits as soon as possible.

During a Race - As soon as the yellow light or a flag is observed, speeds must be reduced with the leader slowing the field gradually in anticipation of the safety car entering the circuit.

6.4.8.2 Race Start

On the final pace lap, the pace car will turn off its lights in turn 2 and accelerate from the field.

The pole car brings the field gradually up to speed for the start.

6.4.8.3 Restarts after a Caution

Safety car will extinguish its lights and exit the circuit.

Leader will gradually bring the field up to speed in anticipation of a restart.

When the green flag is displayed, all yellows will be immediately withdrawn and racing may resume over the entire track.

***6.4.9 Sound Enforcement Guidelines**

It is the responsibility of the entrant to insure that his car meets current IMSA sound regulations. IMSA may, at its discretion, monitor sound levels or have others monitor sound levels, and may employ the following enforcement guidelines as needed:

a. Practice sessions: The Team Manager/Crew Chief of a car exceeding the 108 dBA limit will be notified via IMSA officials in pit lane. The car may complete that session with no penalty. If the car again exceeds the sound limit in any subsequent practice session, it may be black flagged. Should the car return to the track after being black flagged and exceed the limit, the entrant of the car may be fined a minimum of \$1,000 per dB over the limit per lap.

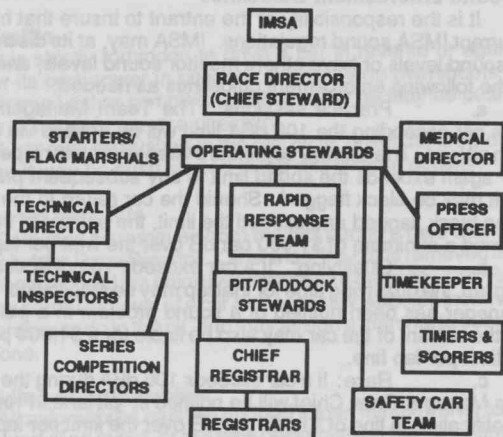
b. Qualifying: If a car exceeds 108 dBA during a qualifying lap, the qualifying time for that lap may be disallowed. If the team manager has been notified of a sound problem in a previous session, the entrant of the car may also be liable for a \$1,000 per dB over the limit per lap fine.

c. Race: If a car exceeds 108 dBA during the race, the Team Manager/Crew Chief will be notified in pit lane. From the time of notification, a fine of \$1,000 per dB over the limit per lap may begin accruing for as long as the car continues in competition. If the accrued fine exceeds the maximum fine allowed by the IMSA CODE (\$20,000), lap scoring on the car will be automatically discontinued.

Local sound regulations beyond IMSA's control may require additional procedures or penalties for non-compliance. IMSA reserves the right to modify this procedure at any time.

7. OFFICIALS

The officials responsible for conducting an IMSA event are organized as follows:



Except for the Stewards, the above officials may delegate part of their duties to assistants.

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 himself in a manner which will reflect credit on the sport of automobile racing and on IMSA. IMSA may remove an official's appointment and may penalize him if he fails to conduct himself properly.

7.4 Separation and Plurality of Duties

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

7.5 Race Director (Chief Steward)

The Race Director is the chief executive at an event and is responsible directly to IMSA for the conduct of the event. Accordingly, he has the duty and authority to:

- a. Keep order in cooperation with civil authorities responsible for public safety.
- b. Execute the program of competitions and other activities punctually by directing the drivers and their cars, officials and their assistants, and other participants.
- c. Prevent ineligible cars and drivers from taking part.
- d. Order inspection of any car in order to verify its eligibility.
- e. Authorize changes of drivers or cars.
- f. Settle protests and disputes.
- g. Determine 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 his control.
- h. Assess penalties in accordance with the IMSA CODE.
- i. Replace any official not able to perform his duties.
- j. Supervise the distribution of awards to eligible competitors.
- k. Compile a report on all aspects of the event as requested by IMSA.
- l. Assign certain responsibilities and/or authorities to individual series competition directors to act in his behalf in regards to aspects of that particular series or more than one series.

7.6 Stewards

Stewards are appointed for their knowledge, experience, proven judgment and stature in the sport of automobile racing. In events not listed on the FIA calendar, Stewards act only in a judicial or advisory capacity, and have no executive responsibility, either singly or collectively. The primary functions of the Stewards are to:

- a. Act as a court of inquiry, when requested by the Race Director, to consider protests and other disputes. They may call and hear witnesses, consider evidence, and make recommendations to the Race Director for solving such disputes and assessing penal-

ties.

b. Advise the Race Director on any matters which they feel will improve the conduct or safety of the event.

7.7 Series Competition Directors

Series Competition Directors are responsible for one or more individual IMSA series. They report to the Technical Director on matters of a technical nature and to the Race Director in all matters pertaining to their series. Specific responsibilities and/or authorities may be assigned to them by the Race Director.

7.8 Starter

The Starter operates directly under the Race Director and controls 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 his/her staff are responsible for the accurate timing and scoring of the event. He/she prepares the official results, maintains official qualifying times for competing automobiles, and furnishes timing and scoring information requested by the Race Director. He/she maintains all championship point standings and is responsible for the upkeep of IMSA's historical statistics.

7.10 Technical Director (Scrutineer)

The Technical Director is responsible for checking all competing cars for safety and eligibility. He and his assistants will conduct inspections at the Race Director's request, and will report any cars which he finds are unsafe or ineligible. The Technical Director may also serve as Competition Director of one or more IMSA series.

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 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 plant, and other related duties assigned by the Race Director.

7.14 Medical Director

The Medical Director is responsible for staffing and operating the event medical establishment with qualified physicians, nurses and first aid personnel. His primary responsibility and purpose is the treatment and disposition of any injuries incurred by the participants in the events.

7.15 Other Officials

IMSA may establish such other officials as it deems appropriate.

8. PENALTIES

Any driver, entrant, official or other participant who violates these rules or the SR of an event, attempts to bribe anyone connected with an IMSA event or activity, or is party to a fraud or other act prejudicial to IMSA and the good reputation of motorsports may be penalized according to the nature of the offense by IMSA, the Race Director of an event, or by a court convened by IMSA.

IMSA shall have the right to publish notice that it has imposed a penalty and the reasons therefor, and a person or body referred to in such notice shall have no right to act against IMSA or the person publishing the notice.

***8.1 Range of Penalties**

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

- a. Probation
- b. Fine
- c. Time/Lap
- d. Loss of race points
- e. Disqualification
- f. Suspension
- g. Loss of accrued points
- h. Expulsion

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

***8.2 Probation**

The Race Director or IMSA may impose a definite or indefinite period of probation.

8.3 Fine

A fine of up to \$20,000.00 may be imposed by IMSA, the Race Director of an event, or a court appointed by IMSA. Fines must be paid within one week, and a member's competition privileges are automatically under suspension until the fine is paid. All fines shall be remitted to IMSA, P.O. Box 10709, Tampa, FL 33679-0709.

8.4 Time/Lap

The Race Director may impose a lap penalty during or after a competition, or may impose a time penalty during a competition by calling a car into the pits and/or by holding a car already in the pits.

8.5 Loss of Race Points

Loss of championship driver and/or manufacturer points may be imposed by the Race Director.

8.6 Disqualification

The Race Director may disqualify a driver, an entrant or an automobile from competition, in which case his rights to any awards in the competition are forfeit, and the official results will advance the next competitors accordingly.

8.7 Suspension

IMSA, the Race Director, or a court appointed by IMSA may suspend a member's privilege to take part in competition for a definite or indefinite period.

8.8 Loss of Accrued Points

Loss of accrued points earned by a competitor may be imposed by IMSA or a court appointed by IMSA.

8.9 Expulsion

IMSA or a court appointed by IMSA may expel a member for serious offenses.

8.10 Standard Penalties

Except when the Race Director determines that there are extenuating circumstances the following standard penalties will be assessed for the following rules violations:

<u>Violation</u>	<u>Penalty for First Infraction</u>
Violations of Article 6.4.4 during pit stops as follows:	
-More than one person over the pit wall before the car stops	10 seconds
-More than the permitted number of people working on the car	10 seconds
-More than the permitted number of people over the pit wall	10 seconds
-Working under the car during refueling	10 seconds
-Working under the car without jackstands	10 seconds
-Exiting the pit with a hose, tool, etc. still attached to the car	stop and go

- Running over your own hose, tool, part, etc., under power stop and go
- Equipment over the pit wall before the car stops 10 seconds
- Violations of Article 6.4.2 and/or Article 11.7.8 during refueling in the pits as follows:
- Inoperative or improper deadman valve 60 seconds
- Exposed facial hair on the refueler 10 seconds
- Goggles not in place on the refueler or visor up 10 seconds
- Firebottle not manned properly 10 seconds
- Person over pit wall not properly attired 10 seconds
- Violation of Article 11.4 as follows:
- Refusal to allow inspection of the car or participate in official teardown in a timely manner Disqualification

The Race Director may assess these standard penalties or assign the responsibility to IMSA Competition Directors and/or pit officials. Repeat infractions will result in greater or cumulative penalties at the discretion of the Race Director.

This article shall in no way be construed to limit the authority of IMSA or the Race Director to assess penalties for these or other violations of the IMSA CODE or SR.

9. PROTESTS

Only an entrant or driver taking part in a competition may enter a protest in that competition. He may protest any irregularity, decision, act or omission of the promoter, official, entrant or driver which he considers to be a violation of the IMSA CODE or SR, except he may not protest the refusal of an entry or a judgement affecting him imposed by the Race Director of an event.

9.1 Form

Protests must be made in writing, specifying the rule considered to have been violated, accompanied by a protest fee of \$1,000.00 and signed by the party making the protest.

9.2 Time Limits

Protests must be received by 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 handicap or starting position: Immediately upon their announcement.
- c. Against a mistake or irregularity during a competition: 30 minutes after the end of the competition.
- d. Against the results of a competition: 30 minutes after posting of the results.

9.3 Protests Against Cars

When a protest is made against a car's eligibility, the protestor must post with the Race Director, in addition to the forms and fees specified in Article 9.1, 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.

If the car is found to conform to the rules and the protest is disallowed, this bond will be forfeit and will be used to cover the costs involved.

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.

If an entrant or driver of a protested car does not allow inspection under these terms, he will be disqualified by the Race Director.

9.4 Disposition of Protests

The Race Director will as soon as practicable either personally hear all parties and witnesses involved in the dispute, or else he may request the Stewards to conduct such a hearing to consider testimony and other evidence. The Race Director will dispose of the protest and will advise all parties concerned of his decision. If a decision cannot be made immediately, he will advise the time and place the judgment will be announced. All parties concerned shall be bound by the judgment given, except in case of a valid appeal.

9.5 Awards

The prizes and other awards may be distributed when the protest period has elapsed, or at such time as all protests affecting the standings have been settled.

9.6 Malicious Protests

IMSA may penalize the author of a protest judged to be malicious, spiteful or who otherwise acts in bad faith.

10. APPEALS

An entrant or driver may file an appeal against a judgment affecting him and imposed by the Race Director of an event or by an IMSA first court, provided the appellant first gives notice of his intention to appeal to the Race Director or the court within one hour of the announcement of the first judgment. The IMSA Commissioner (Ref: Art. 1.4) is responsible for the orderly administration of appeals. He will decide on behalf of IMSA whether or not an appeal should be considered and/or heard, and his decision will be final.

10.1 Effect

Giving notice of intention to appeal will not affect any penalty or judgment being appealed. IMSA, however, may withhold payment of any prizes or point awards which may be affected pending the outcome of the appeal.

10.2 Form

Appeals must be made in writing, signed by the appellant personally, accompanied by the appeal fee and received by the Race Director or at IMSA headquarters in Tampa, Florida within ten (10) days of the announcement of the judgment being appealed. Appeal fee: \$1,500.00

10.3 Hearing

If the Commissioner decides that an appeal should be heard, he may name a court or he alone may hear the appeal. All parties will be advised of the time and place of the hearing. The procedures for the hearing will be determined by the Commissioner in his sole discretion. The Commissioner and the appellant may at their own expense call witnesses and present relevant evidence, but the appellant shall present his own case. No other persons or representatives may be present at the hearing except as permitted by the Commissioner.

10.4 Judgment

The Commissioner or court of appeal may affirm or reverse a judgement by a Race Director or an IMSA first court, waive or increase a penalty previously imposed, levy a fresh penalty and will determine the disposition of the appeal fee.

Neither the Commissioner nor an IMSA court of appeal shall order any competition to be rerun.

IMSA shall have the right to publish the judgment of the Commissioner or court of appeal and to use the names of the parties involved. These persons shall have no right to act against IMSA, the IMSA Commissioner or the publisher of the judgment.

10.5 Malicious Appeals

IMSA may penalize the author of an appeal judged to be malicious, spiteful or who otherwise acts in bad faith.

11. AUTOMOBILES

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

11.1 Automobile

The automobile or car shall be defined throughout the IMSA CODE as consisting of the bodyshell/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 at least two the propulsion.

11.2 Tires

IMSA will regulate the eligibility of tires in its sanctioned competitions in order that no competitor shall have any tire advantage in qualifying or a race. IMSA may require a competitor to use the same tires as he used in qualifying or restrict the number of tires used during qualifying.

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

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

*11.3 Fuel

IMSA reserves the right to have all cars use the same brand and designated grades of gasoline in a given event. When this right is exercised, it will be stated in 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 approval of IMSA.

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 competitors samples will be judged. IMSA reserves the right to check any fuel at any time during a competition.

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.

11.4 Technical Inspection/Mandatory Safety Requirements

Each entered car must be inspected and approved by the

Technical Inspector before it will be allowed to participate in competition or practice. No express or implied warranty of safety shall result from this inspection or approval. It is the responsibility of the entrant to have his car free from mechanical defects and in safe racing condition. Cars damaged or altered after they have been approved at inspection are subject to reinspection 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 the decision of the Race Director.

a. Inspection:

1. IMSA reserves the right to impound and inspect cars competing in an event.

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 Chief Technical Inspector.

3. It is the responsibility of the driver or entrant to prepare a car for inspection when requested to do so by the Chief Technical Inspector. 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 or Series Competition Director. Any part that does not comply with the IMSA CODE may be indefinitely retained by IMSA.

4. Admittance to any area in which inspections are being made is controlled by the Chief Technical Inspector.

5. Each entered car must submit to Technical Inspection during scheduled hours and display an official tech sticker. Items covered during Technical Inspection include:

(a) Eligibility under IMSA rules.

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 conformance during inspection will normally use the system most advantageous to the entrant.

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.

(b) Safety of the design and construction per inspection form.

(c) Appearance. Clean and neat, no old damage.

(d) Identification numbers must be placed on both

doors and on hood, facing forward, in block numbers as large as practical and must be legible to the satisfaction of the Chief Timekeeper. Numbers must contrast sharply with body color. No metallic, mirror finish, or "engine turned" numbers will be allowed.

(e) Racing tires - mandatory, unless Supplementary Regulations provide otherwise. (See Article 11.7 for Street Stock Tire Regulations and Article 11.8 for Supercar Tire Regulations).

(f) Leakage - not allowed.

(g) Driver safety equipment, per Article 5.11.

(h) Compliance with sponsor advertising requirements.

(i) Mandatory safety requirements listed below.

b. Mandatory safety modifications for all cars (except Street Stock covered separately under Article 11.7.6):

1. A six point driver restraint system of approved design must be installed.

2. Passenger seats, seat backs, mats and other loose gear must be removed, unless car rules specify otherwise.

3. Steering lock mechanisms must be removed.

4. When applicable, a minimum of two 360 degree loops 2" x 1/4" thick secured around the driveshaft within 12" of the front and rear joint locations must be installed.

5. An approved net covering the driver's window opening must be securely installed whether or not the window remains open. Nets are not mandatory in WORLD SPORTS CARS™, however, driver arm restraints are required.

6. NASCAR - style detachable steering wheels are required unless otherwise specified. Center top of steering post must be padded with production center cover or at least one inch of high density padding material. (See Article 11.8.6.o for Supercars).

7. Windshield safety clips or 'Camlocks', 3 each at the top and bottom, where applicable, bolted or riveted to the body, and spaced at least 12" apart, must be installed. Safety glass windshields are required except for WORLD SPORTS CAR™ and GT cars.

8. Rear window straps, 1" x 1/8", bolted or riveted to body at top and bottom of glass, must be installed, where applicable.

9. Scattershields or explosion-proof bell housings are required on all cars where the failure of the clutch/flywheel could create a hazard to the driver.

10. All cars must be equipped with one or two master electrical circuit breakers - accessible from inside and outside, 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. All cars must have at least two operating red brake lights, two tail lights, and for WORLD SPORTS CARS™ and GT cars a high intensity rain light of at least 21 watts which will be illuminated during periods of rain. Amber brake lights will not be permitted.

During a competition, the Race Director may accept one functioning tail light and one functioning brake light due to damage or equipment failure.

12. Headlights must be protected against breakage. Headlights may be taped or removed and replaced with metal or fiberglass solid plate of same shape and fitted in the same manner. It should be possible to remove plate easily, install and operate headlights. (See 11.8.5.g for Supercar).

13. Effective internal and external rear view mirrors must be installed.

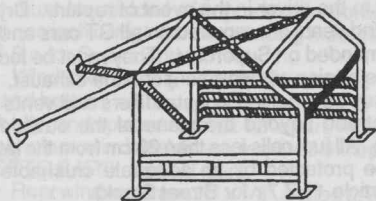
* 14. Safety fuel cell of an approved type meeting FIA Spec FT-3 is required, must be mounted outside the driver's compartment, separated by firewalls, flame and leakproof, and protected as far as practicable by the roll cage. Steel or steel braided fuel lines with appropriate fittings, fuel cell check 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 compartment must be shielded so as to prevent hazard to the driver in the event of rupture. Drybreak fuel fillers and vents are required on all GT cars and are highly recommended on Supercars. They must be located away from the engine compartment and the exhaust. 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. (See Article 11.7.7.r for Street Stock).

15. 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.

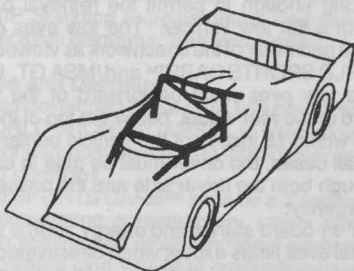
16. Supplemental pins used to secure movable body sections (such as hoods, doors, fenders, lids and removable tops) must have attaching cables to prevent accidental loss of pin.

17. No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable.
18. Full roll cages of approved design including side bars on the driver's side are mandatory. Material and construction specifications of recommended GT designs are contained in Appendix J, Art. 253, Sec 8 of the 1990 Annuaire du Sport Automobile and in these rules.

IMSA GT and Supercar are required to have a rear vertical hoop behind the driver's head connected to the left and right front roll bar legs by a roof hoop. The front roll bar legs must closely follow the contour of the standard windshield posts and must be connected by a horizontal bar at the dash. The rear vertical hoop must be connected by two parallel, horizontal bars, one across the floorpan at the bottom of the hoop, and one at seat back height. The hoop must also incorporate a diagonal brace to prevent lateral distortion and two rearward facing support braces extending from the top of the vertical hoop to the rear of the main frame. On all cars, driver's side crash protection is required; either "NASCAR" style door bars extending to the outer door skin consisting of at least three horizontal bars and two vertical bars or an energy absorbing crush structure of equivalent strength between the outer door skin and the main cage.



IMSA GT AND SUPERCAR



IMSA WORLD SPORTS CAR™

RECOMMENDED ROLL CAGE

MATERIAL: Seamless Mild Steel Tubing

WORLD SPORTS CAR™, IMSA GT & SUPERCAR

Main Structure: 1 3/4" x .090"

All dimensions are recommended minimums. For equivalent strength in alloy steel tubing, see manufacturer's reference charts. Aluminum or titanium material is not permitted.

* 19. A fire extinguisher of the following type and size is required for the respective categories and must be carried and in certified working order at all times. All IMSA GT and Supercar: On-board fire extinguisher system of the inert gas type with a minimum capacity of 10 lbs. Trigger must be marked with red circle with the letter "E" and be operable either by the driver or from outside of the car. Outlets should be directed into the driver, engine and fuel compartments.

IMSA WORLD SPORTS CAR™: An on-board fire extinguisher system of the inert gas type must be fitted with outlets directed to engine, fuel and driver compartments and a minimum capacity of 20 lbs. Alternately, two systems may be fitted: A 2.5 Kg minimum system for the driver's compartment and a separate 5 Kg minimum system for the engine/fuel compartment. Trigger must be marked and

operable as mentioned above.

20. All cars must be fitted with one front and one rear towing eye, painted red, accessible without the use of tools and strong enough to permit the retrieval of the car by means of a flat tow vehicle. The tow eyes must remain within the perimeter of the coachwork as viewed from above on WORLD SPORTS CARS™ and IMSA GT. On IMSA GT cars the tow eyes must be forward of the front wheel, rearward of the rear wheel, below the top of the respective tire and within 18 inches of the vehicle centerline.

21. 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.

22. 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 11.4.b.10).

23. 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 may not be yellow, blue or excessively bright and all identification lights are subject to approval by IMSA. European style number illumination is not permitted.

24. All cars must not exceed a maximum sound level of 108 dBA measured at 50 feet on either side of the car.

25. Driver's seat and seat pad must be made from or covered with a fire resistant material.

26. A common decal denoting tow hook location, window net release, and door release should be affixed in each of these locations.

27. Evaporative loss Freon coolsuits are not permitted.

c. If the IMSA Technical Director determines prior to the race that the car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Race 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 with a significant competitive advantage over other competitors; and (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.

11.5 IMSA WORLD SPORTS CARS™

See Article 12.1 for EXXON WORLD SPORTS CAR™ CHAMPIONSHIP Standing Supplementary Regulations and Article 13 for car identification diagrams. See also Articles 11.1 through 11.4.

11.5.1. Purpose and Definition

IMSA has developed these rules for competition automobiles to be called WORLD SPORTS CARS™, in which drivers are eligible to compete for annual championships in IMSA's premier series of road races of varying durations.

WORLD SPORTS CARS™ shall be a 2-seater, open-cockpit automobiles incorporating contemporary safety protection for the driver, fitted with lighting and other functional equipment for normal road use and powered by a variety of production-based engines.

There is no minimum production requirement for WORLD SPORTS CAR™ eligibility. All major engine components will be limited to those which are readily available to all contestants wishing to employ them.

WORLD SPORTS CARS™ shall compete in a single, overall classification, with no subdivisions.

WORLD SPORTS CARS™ shall be identified first by the name of the engine manufacturer, then by the chassis builder, if different.

11.5.2. Engines

IMSA will regulate the eligibility of engines which may be used to power WORLD SPORTS CARS™. In general, approved engines will derive from those installed in mass-produced automobiles offered for sale to the public by established manufacturers in the U.S. and abroad and will be classified according to performance potential as follows:

Type 1. Conventional engines with 2 valves/cylinder.

Type 2. Conventional engines with 4 valves/cylinder.

Type 3. Wankel-type rotary engines.

* Conventional engines with 3 or 5 valves per cylinder are also eligible. Rotary engines are permitted to use carbon-aluminum apex seals, part #4801-11-301.

* The manufacturer of the engine must be identified on both sides of the car in letters (or logo) at least 3" high.

11.5.2.1 Substitution and Modification of Components

a. In exceptional cases IMSA may approve alternative cylinder blocks and cylinder heads, provided the following standard dimensions and data are maintained:

Blocks

- camshaft location

- round cylinder bore spacing
- bank angle in case of Vee type engine
- crankshaft centerline to deck face

Cylinder Heads

- number and location of camshaft(s)
- number of intake and exhaust ports
- method of cooling
- for a 4-valve engine, intake and exhaust port locations

b. Crankshaft and camshaft(s) may be substituted.

c. Induction system is free except it is forbidden to use:

- supercharging, turbocharging or other forced induction
- variable-length trumpets
- electronic throttle mechanisms

d. Exhaust system must terminate at and to the rear of the automobile and be designed to comply with IMSA's maximum sound standards. Otherwise, it is free.

e. Other modifications and substitution of engine components are free, except that the following are not permitted:

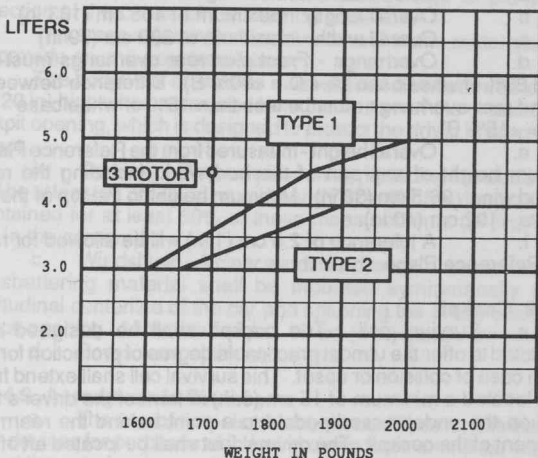
- variable camshaft timing
- ceramic or carbon components
- pistons of any material other than monolithic aluminum
- threaded fasteners of any material other than steel
- flywheels of any material other than steel or aluminum
- titanium components are limited to valve spring retainers, valves and connecting rod

f. Upon notification by IMSA, all engines must be equipped to install an operating rev limiter supplied by IMSA.

11.5.3. Minimum Weights

WORLD SPORTS CARS™ shall be weighed in race-ready trim without driver or fuel on board and shall conform to the following scale:

1994 WORLD SPORTS CAR™
WEIGHT AND DISPLACEMENT



Cars equipped with 3 or 5 valve production cylinder heads must add an additional 3% to the minimum weight listed for 2 or 4 valve equipped cars of the same displacement. A 50 pound weight tolerance will be permitted for cars using carburetors.

11.5.4. Chassis and Body

WORLD SPORTSCARS™ shall be designed to accommodate the driver and a passenger in seats of equal size and shape (excluding shoulder supports), symmetrically disposed on either side of the longitudinal centerline. The bottom of the car shall be flat, continuous and parallel to the ground from the front wheel centerline to the rear wheel centerline, and shall serve as the Reference Plane for the measurement of vertical height tolerances to follow.

Bodywork shall be neatly finished, cover fully the circumference of all wheels and tires above the axle centerlines and all other components of the car, including a valance to cover the tail section above the centerline of the rear axle. Wheel wells shall remain open as viewed from the side. No wheel covers or doors will be permitted.

* Leakproof firewall constructed of metal must be installed to isolate the cockpit from the fuel tank and engine compartment.

11.5.4.1 Basic Dimensions

Refer to the diagrams on page 45 for basic dimensions to be observed in the design and construction of WORLD SPORTSCARS™.

- a. Wheelbase - free
- * b. Overall length - maximum of 465 cm (183 in)
- c. Overall width - maximum of 200 cm (79 in)
- d. Overhangs - Front plus rear overhangs must not exceed 80% of wheelbase ($A + C = <80\% B$). Difference between front and rear overhangs must be less than 15% of wheelbase ($A - C = <15\% B$).
- e. Overall height - measured from the Reference Plane: Maximum height of any part of the bodywork, including the rear-mounted wing - 96.5 cm (38 in). Minimum height to the top of the roll structure - 102 cm (40 in).
- f. A tolerance of 2.5 cm (1 in) will be allowed for rake of the Reference Plane.

11.5.4.2 Cockpit

a. Survival cell - The cockpit shall be designed and constructed to offer the utmost practicable degree of protection for the driver in case of collision or upset. This survival cell shall extend from a point located a minimum of 15 cm (6 in) in front of the driver's feet placed on the undepressed pedals to a point behind the rearmost component of the cockpit. The drivers' feet shall be located aft of the vertical plane formed by the front axles.

Front and rear rollover structures are required. Material must be round seamless mild steel tubing, or alloy equivalent per Article 11.4.b.18, with a diameter of 1 3/4 in. (4.5 cm) and wall of .090 in (2.3 mm). The front structure shall have a minimum height of 66 cm (26 in) and the rear 102 cm (40 in), measured from the Reference Plane, and they shall be separated longitudinally a minimum of 76 cm (30 in). The rear rollover structure shall be at least 91 cm (36 in) in width, have maximum bend radii of 15 cm (6 in) and be symmetrical to the longitudinal centerline of the car, shall include a diagonal reinforcement bar and two rearward facing braces connected to the highest point of the hoop.

The driver's helmet must not extend higher than a plane connecting the forward and main rollover structures, and with the driver seated in the car, the rear rollover structure shall be at least 10 cm (4 in) above the top of the driver's helmet.

* It is permitted to streamline or fair in the rear rollover structure for no more than 8 inches (20 cm) measured in a plane parallel to the reference plane. The fairing covering the horizontal portion of the main hoop must be symmetrical in cross section about the plane parallel

to the reference plane passing through the center of the roll bar tubing.

Footwells of equal dimensions must be provided for both occupants and disposed symmetrically either side of the longitudinal centerline. The only components allowed to intrude into the footwells will be the steering column and its joints. Minimum dimensions for the footwell: 33 cm (13 in) in width, 30.5 cm (12 in) in height for each occupant and with a length from the foot pedals to the vertical projection of the center of the steering wheel.

The areas adjacent to the driver must include materials which will provide an anti-penetrant barrier.

The bodywork or chassis must include a structure at least 51 cm (20 in) high when measured from the bottom of the chassis at the cockpit opening, which is designed to protect the driver in case of side impact.

b. Opening - The cockpit opening, including the windscreen, shall be at least 91 cm (36 in) in width and 70 cm (27.5 in) longitudinally, maintained for at least 80% of these measurements (to provide for radii in the corners).

c. Windshield - A clear windshield made of Lexan or similar non-shattering material shall be mounted symmetrically to the longitudinal centerline of the car and spanning the entire front of the cockpit opening. Minimum height: 10 cm (4 in) measured vertically.

d. Doors - are optional.

11.5.4.3 Aerodynamic Devices

* a. The use of tunnels, ducts, skirts, diffusers, extractors or other devices for purposes of inducing down force on the car within or without the exterior shape of the body is prohibited. The bottom of the car (Reference Plane) must remain flat, with no openings except for servicing and wheel/tire/suspension clearance between the center lines of the front and rear axles. Rub blocks may be used on the bottom of the car but may extend down no more than 6 mm (1/4") below the reference plane or total no more than 645 sq mm (250 square inches) in area. Any other openings in the bodywork must have exclusive and dedicated functions such as radiator and brake cooling, ventilation, etc. No bodywork shall be installed between the inside faces of the rear wheels/tires below a horizontal plane connecting the centerlines of the rear axles and the rear extremity of the car.

b. The primary device for exerting downforce (negative lift) shall be a single, two element and fixed wing carried at the rear of the car and subject to these limitations:

- must be only as wide as the widest part of the car between the front and rear axles,
- must be framed by a rectangle parallel to the reference plane measuring 15 cm (6 in) vertically and 40 cm (16 in) horizontally as viewed in profile.
- must be mounted such that no part of the wing exceeds

a height of 96.5 cm (38 in) above the Reference Plane, and,

- must not be adjustable from within the car.

c. Auxiliary air foils may be added to the front fenders below the centerline of the front axle and outboard of the longitudinal centerline of each front wheel/tire provided they do not obstruct the driver's view of the road, are firmly attached and within the prescribed confines of the body length and width.

Louvers may be located in the fenders over the front wheels provided their vertical height above the surfaces of the fenders does not exceed 19 mm (3/4 in).

11.5.4.4 Wheels, Brakes and Tires

WORLD SPORTS CARS™ shall have four road wheels: two for propulsion and two for steering. Differential fore-aft steering mechanisms shall not be permitted.

* a. Wheels - All wheels shall be of the same diameter, 17 inches maximum, and shall be of modular construction only. No single-piece cast or carbon fiber wheels are permitted.

* b. Section width - Maximum 16 inches (No tolerance) for wheel and mounted tire. Maximum diameter of mounted tire and wheel is 28.5 inches.

c. Brakes - Disc material shall be cast iron only. No ABS or interlocking braking systems will be permitted.

d. Suspension - No active suspension systems will be permitted.

11.5.5. Drive Train

a. Gearbox - shall be limited to 5 forward gears and one reverse gear. No electronic shift device or automatic transmission shall be permitted.

b. Rear Axle - no electronic traction control device shall be permitted; otherwise, rear axle is free.

* c. Clutch - shall be limited to a conventional 3-disc metallic unit with a minimum diameter of 14 cm (5 1/2 inches) or a conventional 2 disc carbon unit with a minimum diameter of 18.5 cm (7.25 inches).

11.5.6. Fuel System

* WORLD SPORTS CARS™ shall be equipped with a safety fuel cell(s) meeting FIA specification FT-3. Maximum capacity, including the fuel cell(s), fill and vent pipes, lines and surge tank shall be 70 liters (18.5 gallons). Larger capacity fuel cell(s) must be blocked down so as to adhere to the 70 liter maximum. No part of the cell(s) may be mounted more than 65 cm (25.6 in) from the longitudinal axis of the car and it must be within the limits defined by the front and rear wheel axles. The cell(s) and any device, hose or line containing fuel must be isolated completely from the cockpit spaces.

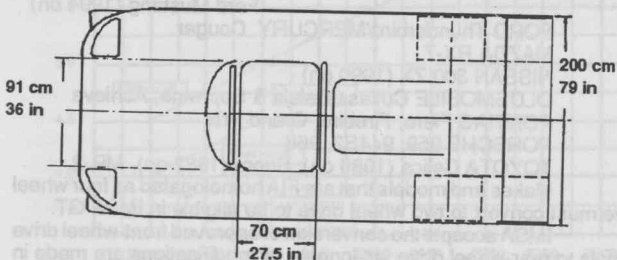
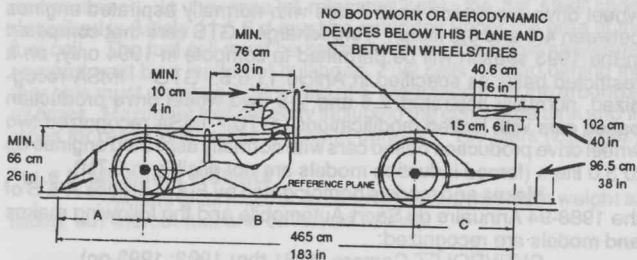
11.5.7. Technical Inspection and Safety Requirements

* WORLD SPORTS CARS™ shall comply with all other applicable provisions of Article 11.4 of the IMSA CODE, including 11.4 b, paragraphs 1, 5, 6, and 9 thru 27.

11.5.8. Miscellaneous

The following equipment will not be permitted in WORLD SPORTS CARS™:

- Electronic throttle controls
- Telemetry on board the car during official practice, qualifying or competition.



11.6 IMSA GT CATEGORY

See Article 12.2 for Exxon Supreme GT Series Standing Supplementary Regulations and Article 13 for car identification diagrams. See also Articles 11.1 through 11.4.

11.6.1 Purpose

The IMSA GT category is designed to promote competition among drivers and manufacturers in an annual series of IMSA-sanctioned professional race events.

11.6.2 Eligibility

* IMSA GT category automobiles are recognized in three divisions: Grand Touring Supreme (GTS), Grand Touring Over (GTO), and Grand Touring Under (GTU). GTS - IMSA recognized two wheel drive production based cars with normally aspirated engines between 4.0 and 6.5 liters. Turbocharged GTS cars that competed in the 1993 season will be permitted to compete in 1994 only, on a restricted basis as specified in Article 11.6.5. GTO - IMSA recognized, normally aspirated V-6 and V-8, two wheel drive production based cars with limited modifications. GTU - IMSA recognized two wheel drive production based cars with normally aspirated engines up to 3.0 liters (forced induction models are not eligible in GTU).

Makes and models homologated by FIA in groups A & B of the 1988-94 Annuaire du Sport Automobile and the following makes and models are recognized:

- CHEVROLET Camaro (1981 thru 1992; 1993 on)
- CHEVROLET Corvette and Turbo Corvette (1983 on)
- CHEVROLET Beretta, Lumina
- DODGE DAYTONA
- DODGE Intrepid, EAGLE Vision, CHRYSLER Concorde
- FERRARI Boxer
- FERRARI 208, 308
- FORD Mustang/Mercury Capri (1979 thru 1993)
Ford Mustang (1994 on)
- FORD Thunderbird/MERCURY Cougar
- MAZDA RX-7
- NISSAN 300 ZX (1990 on)
- OLDSMOBILE Cutlass Calais & Supreme, Achieva
- PONTIAC Fiero, Firebird, Grand Prix
- PORSCHE 959, 944S2, 968
- TOYOTA Celica (1986 on), Supra (1982 on), MR-2

Makes and models that are FIA homologated as four wheel drive must convert to two wheel drive to be eligible in IMSA GT.

IMSA accepts the conversion of approved front-wheel drive models to rear-wheel drive, as long as all modifications are made in accordance with the IMSA GT text.

* Cars conforming with the 1994 Le Mans regulations, as modified by IMSA, are eligible to compete in IMSA GT: Le Mans GT Class 1 in GTS; and Le Mans GT Class 2 in GTU. Eligibility list and regulations are available from IMSA.

11.6.3 Recognition Forms

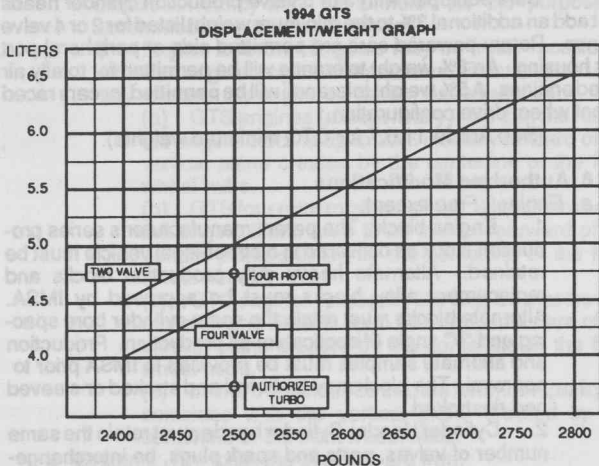
Entrant may be required to furnish official recognition forms for makes and models described in Article 11.6.2 if so requested by the IMSA Technical Inspector at an event. FIA recognition forms for cars homologated in Groups A and B may be secured from ACCUS, FIA, 1500 Skokie Blvd., Northbrook, IL 60062, Telephone (708) 272-0090.

*11.6.4 Fuel Tanks

Approved safety fuel cells must be positioned as close as practicable to the standard fuel tank location. GTS and GTU cars may relocate the fuel cell ahead of the rear axle, behind the passenger compartment. In the case of relocated cells, the flat steel sheet described in Article 11.6.6.d must be extended under the area of the fuel cell. The fuel cell must be separated from the driver/passenger compartment by a leakproof bulkhead. Fuel cells located behind the rear axle must maintain a minimum of 5" clearance from the ground at all times. Maximum fuel capacity including the cell, surge tank and fill pipes for races longer than 1 hour in duration: 100 liters (26.4 gal.).

*11.6.5 Minimum Weights

All cars shall meet or exceed an official minimum weight as raced, but without fuel and driver, as follows:



All normally aspirated GTS engines shall be equipped with an IMSA approved 55 mm diameter restrictor through which all intake air must pass. The restrictor must maintain the required diameter for a minimum of 3 mm and be easily removable for inspection. For races of 12 hours and longer duration only: Normally aspirated GTS cars may deduct 100 pounds from their listed weight; eligible turbocharged GTS cars shall be equipped with two restrictors of 36.5 mm each, boost limited to 65 inches of mercury, and weigh at least 2600 pounds.

Rotary engines with 4 rotors and two spark plugs per rotor are permitted for use in GTS. Rotary powered cars are permitted side or peripheral port rotor housing.

Cars using carburetors are permitted a 50 lb. weight tolerance.

Eligible 3.0 liter turbocharged GTS cars may compete at 2500 pounds with two 36.5mm air intake restrictors and the boost limited to 65 inches of mercury. Turbocharged GTS engines must make provision for the installation of an IMSA supplied boost recorder and must conform with Article 11.7.6.a.5 of the 1993 IMSA CODE.

GTU	-2-valve engine	.7 lbs./cc
	-Rotary engine	13B - 2000 lbs. 12A - 1770 lbs.
	-4 cyl. 4-valve engine	.74 lbs./cc
	-other 4-valve engines	.76 lbs./cc
	-Minimum weight any car	1600 lbs.

Cars equipped with 3 or 5 valve production cylinder heads must add an additional 3% to the minimum weight listed for 2 or 4 valve engines. Rotary powered cars are permitted side or peripheral port rotor housing. An 8% weight tolerance will be permitted for totally air cooled engines. A 5% weight tolerance will be permitted for cars raced in front wheel drive configuration.

(See Article 11.6.7 for GTO minimum weights).

11.6.6 Authorized Modifications

a. Engine: Free except:

1. Engine block: The parent manufacturer's series production block as delivered in a street-legal vehicle must be retained. Alternate heavy duty production blocks and replacement alloy blocks must be approved by IMSA. Alternate blocks must retain the same cylinder bore spacing and "V" angle (if applicable) as production. Production and alternate samples must be provided to IMSA prior to approval. The block may be bored and stroked or sleeved and destroyed.

2. Cylinder Heads: Cylinder heads must retain the same number of valves, ports and spark plugs, be interchangeable.

able with the originals and retain the original method of cooling. However, models competing with a displacement less than 2200 cc may be fitted with an approved 4-valve cylinder head. Production O.E.M. 4-valve cylinder heads may be machined, but no material may be added. Alternate 4-valve cylinder heads will be allowed on an individually approved basis. Production and alternate samples must be provided to IMSA prior to approval. Four valve GTS engines may use alternate cylinder heads with the same number of valves, ports, spark plugs, and camshafts. The bore centers must remain as standard.

3. Camshafts: must remain in standard location.

4. Bearings: may be replaced by others of the same type only.

5. Induction System: Throttle control must be by mechanical linkage only.

6. Ignition: Dual ignition is permitted only on models so produced in series production form; as recognized by the FIA; or as otherwise approved by IMSA.

7. Exhaust: On front-engine cars, exhaust pipes must exit horizontally at the outer edge of the side of the car behind the midpoint of the wheelbase unless otherwise specifically approved by IMSA. Exhaust pipes may not exit through doors or above the plane of the top of the rocker panel. In the case of cars using large mufflers, or as otherwise approved by IMSA, the passenger-side floorpan (Article 11.6.6.d) may be tunneled for the purpose of accommodating the muffler(s) only.

8. Engine location: Engines may be freely positioned within the original engine compartment. Front engined cars may relocate the engine no farther rearward than:

(a) GTS engines (except rotary): So that the rear of the engine block is up to 23.5 inches rearward of the vertical plane created by the centerline of the front wheel hubs.

(b) GTS four rotor rotary engines: So that the rear of the engine block is up to 30 inches rearward of the vertical plane created by the centerline of the front wheel hubs.

(c) GTU engines (except in-line six): So that the rear of the engine block is up to 18 inches rearward of the vertical plane created by the centerline of the front wheel hubs.

(d) In-line 6 engines: So that the foremost spark plug coincides with the vertical plane created by the centerline of the front wheel hubs.

b. Systems: The following systems are free:

1. Steering
2. Brakes; except non-metallic brake discs are not permitted.
3. Suspension; except components may not protrude into driver/passenger compartment or pass through coach work. Any device or system that applies an electronically controlled force to the suspension is prohibited. Remotely adjustable shock absorbers are permitted..
4. Cables and pipes; except that fuel and high temperature liquid pipes must be armored and may only pass through the driver /passenger compartment if they are also shielded.
5. Electrical system; except that two tail/stoplights must be located in their standard position, retain the standard lens and be operational at all times. Headlights must also maintain standard locations, but lenses and bulbs may be removed for daytime events if openings are covered with a solid plate. (See also Article 11.4.b.11).
6. Drive Train; except a functional reverse gear is mandatory and a maximum of 5 usable forward speeds will be permitted. Cars originally equipped with a six speed transmission in their production form may use the unmodified production transmission. Transaxles may be used in any GTS or GTU car. Automatic, semi-automatic, or electrically/electronically operated transmissions will not be allowed. Transmission shifting must be accomplished using only non-power assisted mechanical linkage between driver and transmission gears. Separate overdrive units or two-speed final drives are not allowed.
7. Water radiators; except standard location must be maintained.

c. Wheels and Tires: All four wheels must have the same diameter. Method of attachment is free. Track dimension is limited by maximum permitted car width.

Maximum complete wheel and tire section widths are:

1. GTU - 13.5"
2. GTS/GTO - 16"

Maximum wheel diameters are:

1. GTU - 16"
2. GTS/GTO 17"

* d. Chassis: may be modified using conventional steel tube construction, except the standard wheelbase and all relationships with the coachwork must be maintained, unless otherwise approved by IMSA. The standard floorpan may be replaced by a continuous flat steel sheet with a minimum thickness of .032", parallel with the ground, located at the bottom of the rocker panel. The floorpan must be flat from the front of the complete front wheels to the rear of the

complete rear wheels. The floorpan may be extended from the rear of the complete rear wheels to the rear of the car. No bodywork may extend below any part of the floorpan. Adequate provision must be made to ensure that fluids cannot accumulate inside the floorpan. No aerodynamic device may be located on the underside of the car. If the floorpan is made of a material other than steel, a flat steel sheet with a minimum thickness of .032" must be added under the driver area.

Standard inner fender panels may be replaced or removed as long as the fuel cell, all exposed lines and any other vulnerable components in the engine and fuel compartments are effectively protected.

The forward firewall may be relocated to 3" behind the leading edge of the windshield and, in the passenger footwell, may be bulged rearward to flush with the face of the dash as approved by IMSA. The rear seatwell may be covered flush with the top of the well. Otherwise, standard production firewall locations and orientations must be maintained.

e. Interior: Must conform to standard dimensions and configuration except where these rules allow otherwise. Passenger seat, rear seat and all interior trim must be removed. The standard dash must either be retained or may be replaced with a complete dash of similar dimension, orientation and appearance. Driver's seat must be within 3" laterally of the standard location and positioned no further rearward than the back of the door pillar and be oriented for left-side drive. Safety, driver comfort and communications equipment are the only items allowed in the passenger compartment.

* f. Exterior: All visible external body panels, glass areas and integrated bumpers must retain their standard production dimensions, shape, contour, and orientation. All production dimensional relationships (such as rocker panel to roof, windshield rake, etc.) must be maintained so as to present an exact duplicate of the production car unless otherwise permitted in these rules. All cars must clear the IMSA 2.5 inch ride height block at all times.

* 1. Fenders may be flared covering at least one-third of the circumference of the tire to maximum car width of 79" and must be approved by IMSA. Wickers at the wheel openings are not allowed. Rear fender flares may be vented a maximum of 24 square inches each along the contour of the leading edge without extensions or protrusions. IMSA approved hood and front fenders may be vented with rear facing louvers a total of 450 square inches, measured in the plane of the standard bodywork with the faired/molded edge not to exceed a height of one (1) inch above the bodywork. Louvers must be constructed so as to present a solid surface when viewed at 90 degrees to the original surface. Add-on "wickers" or tabs will not be allowed. The rear of the car may be

vented in the standard license plate location with a maximum area of 80 square inches. This opening must be covered by screen or similar material.

2. Doors may be flared forward or rearward to blend into the fenders. The lateral dimension from outer door skin to outer door skin must be within 6" of the standard dimension. The outer door skin must maintain the standard profile from top to bottom at this point. The bottom of the rocker panel may extend outward no further than the widest part of the car. The floor panel or skin may not be extended horizontally past the rocker panel. If window glass is used in doors, doors must retain their production dimensions and function in the original manner on hinges in the standard location.

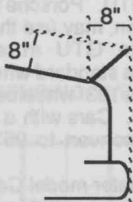
3. Windows - Door glass and winding mechanisms may be removed. Non-tinted substitute glazed material may be used in side and rear windows. Models not equipped with standard vent windows may add a flat vent window to the front of the door window area. The vent window must be mounted in the original window location and extend rearward no more than 6".

4. Rocker panels may be notched only enough to accommodate exhaust pipe exit per Article 11.6.6.a.7.

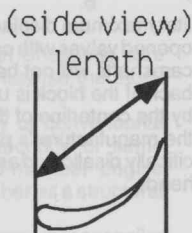
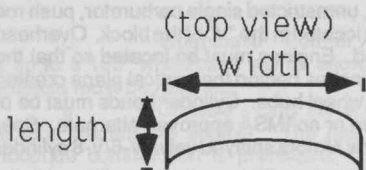
5. Material - The original bodywork comprising the production greenhouse must be retained, otherwise material of the body panels is free providing that the panels are securely attached to the chassis and remain rigid at speed.

6. Front spoiler/splitter may be added below the plane of the front wheel centerline and may extend a maximum of 1 inch forward of the overall perimeter of the production model, as viewed from above. The underside of the front spoiler may be shrouded or covered with a plate.

7. A flat or curved plate spoiler with no rudders or forward mounting brackets may be fitted to the rear most portion of the coachwork without protruding beyond the perimeter contour of the coachwork as viewed from above. No air may pass between the plate and the coachwork, it must not be adjustable from within the car and it may extend to a maximum height of 8" above the contour of the standard coachwork per the diagram as follows.



8. IMSA may approve available wings, with a maximum width of 74 inches, and a maximum area of 780 sq. inches (this includes any added lips or tabs). The rear most part of the wing may not extend beyond the rear most point of the bodywork. Mounting plates and end plates are considered as part of the wing, may not have a length greater than the length of the wing, may extend a maximum of 4 inches forward of the leading edge of the wing and may extend no lower than the top of the deck lid. Wing height will be measured from the top of the roof and will be no higher than the plane of the highest point on the roof. Area of wing will be length x width as per the following drawing:



9. Windshield may be replaced with 0.25 inch thick Lexan molded to the exact shape and contour of the standard production windshield. It is the responsibility of the entrant to supply a standard windshield for comparison.

g. Miscellaneous

1. An approved on-board jacking system is permitted. Manual jack points may not protrude through the bodywork.
2. A 2" lip may be added to IMSA approved rear spoilers.
3. Porsche 911 may use the approved air cooled 3.2

liter engine in GTU. Porsche 911, with the engine in the standard location, may use the approved air cooled 3.6 liter engine in GTU at a weight of 2100 lbs.

4. Cars with a standard wheelbase greater than 103" may convert to a 103" wheelbase on an individual IMSA-approved basis. Cars with a standard wheelbase less than 95" may convert to 95" on an individual IMSA-approved basis.

5. 1993 and later model Camaro and Firebird rear fenders may extend to 80" in overall width.

6. Pontiac Fiero is permitted to use Pontiac motorsports super duty aluminum cylinder block #10049881.

Pontiac Fiero is permitted to use alternate cylinder head #DB0001; #DN0001.

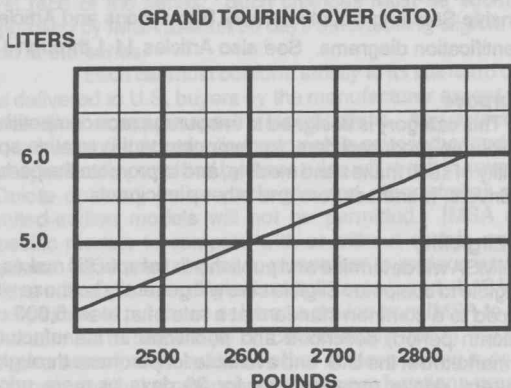
11.6.7 Grand Touring Over (GTO)

Grand Touring Over (GTO) is designed to encourage privateer participation in IMSA GT.

a. Eligibility - Restricted to American cars with V-6 or V-8 engines, front engine with conventionally located transmission and live rear axle. The transmission must be located so that the forward mounting face is no more than 13.5 inches from the back edge of the engine block.

b. Engines - American iron block V-6 and V-8, six liter maximum displacement, unrestricted single carburetor, push rod opened valves with camshaft located in the "V" of the block. Overhead camshafts will not be allowed. Engines must be located so that the back of the block is up to 19 inches behind the vertical plane created by the centerline of the front wheel hubs. Cylinder heads must be of the manufacturer's production or an IMSA approved alternate. Specifically disallowed are General Motors splayed valve V-6/V-8 cylinder heads.

c. Weight



Minimum weight is 2400 lbs. Weights are without driver.

* d. Wheelbase - Former American Challenge cars built up to a 105" wheelbase will be allowed. Otherwise the stock wheelbase must be retained.

e. Chassis - Only stock uni-body or conventional steel tube frames are eligible. The use of monocoque or semi-monocoque construction is prohibited. Stressed-member engine installations will not be allowed. The use of carbon fiber as a structural component is not allowed.

f. Spoilers - Only the permitted alternate rear spoiler as described in Sec. 11.6.6.f.7 will be eligible. Rear spoilers from the production car or specifically approved by IMSA for GTS or GTU automobiles are not allowed in GTO.

g. Bodywork - Hoods and fenders may not be vented. On the underside of the car, the area under the front and rear axles must remain open for the length of the complete wheel and tire and the width of the car.

h. Telemetry - is prohibited.

i. Fuel Cell - Approved safety fuel cells must be positioned as close as practicable to the standard fuel tank location.

j. All other rules the same as GTS.

11.7 IMSA STREET STOCK CATEGORY

See Article 12.3 for Firestone Firehawk Endurance Championship Standing Supplementary Regulations and Article 13 for car identification diagrams. See also Articles 11.1 through 11.4.

11.7.1 Purpose

This category is designed to encourage race competition of standard volume-produced cars, to demonstrate the relative speed and reliability of such makes and models, and to promote the performances of drivers, manufacturers and other participants.

***11.7.2 Eligibility**

IMSA will determine and publish a list of specific makes and models eligible to compete. Eligible cars will generally be those which are produced to a common standard at a rate of at least 5,000 units in a 12-month period, described and published in manufacturers' catalogs, marketed in the U.S. and available for purchase through the manufacturers' dealer organizations for 30 days or more prior to competing in an event, and bearing the manufacturer's serial numbers designated for the eligible model year. Convertibles are not eligible. With prior IMSA approval automatic transmissions are eligible on models that come equipped only with an automatic transmission and on which no model variant comes with a standard transmission. Otherwise, cars with automatic transmissions are not eligible.

11.7.3 Classes

IMSA will recognize various classes of eligible makes and models. There will be three such classes: Grand Sports, Sports and Touring.

IMSA may at its sole discretion reclassify, add or delete specific makes and models, or amend specifications.

11.7.4 Recognition Forms/Configuration

In order to regulate the specifications for cars fairly and consistently, IMSA will recognize the official MVMA forms for U.S.-built automobiles and comparable forms for foreign-built automobiles, as well as other legitimate sources for manufacturers' specifications. IMSA may also use another car of the same make and model selected at random for comparisons.

Competitors are required to have in their possession at each event the official factory shop manual for the make and model of their cars in order to verify standard components and configurations. It is the responsibility of the competitor to prove that his car conforms

in every respect to these rules.

It is the responsibility of each competitor to advise IMSA of any running model changes instituted by the manufacturer after the first race of the series. Such changes must be submitted to and approved by IMSA at least 30 days before being eligible for competition in the series.

Each car must conform strictly to its standard configuration as delivered to U.S. buyers by the manufacturer except where these rules allow or require specific modifications. Any detected deviation from the standard production automobile or unauthorized modification not specifically permitted by these rules will result in severe penalties. "Delete options", police packages and other similar special-order limited-edition models will not be permitted. IMSA may require specific models to compete with or without certain manufacturer's options. IMSA may require a competitor to replace any component with a manufacturer's original or replacement part. IMSA may require competitors to purchase or lease a device from IMSA to record boost pressure on turbo cars (to be controlled by IMSA). IMSA may also require a competitor to install other devices during a competition or demonstrate that a component on the car functions properly.

11.7.5 Official Weight

* IMSA will determine an official minimum weight for each eligible make and model based on the official shipping weight as listed on its MVMA or other official recognition forms. The weight will be calculated by deducting the weight of components which can be removed or modified under these rules and adding 80 lbs. for required safety equipment. Ballast may not be added unless specifically mandated by IMSA.

IMSA reserves the right to publish weights taken during inspection at a competition.

11.7.6 Mandatory Safety Modifications

* a. Roll Cage - Bolt-in, removable or welded safety roll cage of approved design must be installed to protect the driver in case of upset. The roll cage must be fabricated from seamless mild steel tubing, bolted or welded to the bodywork/chassis only at the base of the front hoop, base of the rear hoop and at the base of rear braces for a total of six attachment points. The roll cage must be contained entirely within the driver/passenger compartment. Any bracing design to stiffen the chassis, to improve the handling performance of the car or for any purpose other than the safety of the driver will not be permitted. The structure of the cage may not pass through any body panels.

Specifications: The front hoop must follow the front door pillars and roof line as closely as possible and must be connected to the rear hoop by two horizontal parallel bars at the uppermost outer edge of the hoops and by two horizontal side bars on each side. The driver's side door bars must extend to the door skin. The interior door panel on the driver's side may be modified only enough to allow the required door bars to pass through the panel. Dashboard may be modified only to allow installation of the roll cage.

On a bolted-in cage where a slip joint is used to aid in assembly and removal, the sliding portion must fit tightly and the inner tubes must bottom by design. Each sliding joint must be affixed by at least two 3/8" bolts set at 90 degrees on either side of the split line.

Mounting pads at the points where the roll hoops are welded or bolted to the sheet metal must have a minimum thickness of 0.1875" (3/16"). If bolted they must be backed up by a pad of equal thickness and secured with a minimum of three SAE grade 8 or better bolts.

Minimum Material Specifications:

Vehicle Weight	Seamless Mild Steel
Under 2500 lbs	1.50" x .120"
Over 2500 lbs	1.75" x .120"

An inspection hole 1/8" diameter must be drilled in a convenient location in the main hoop.

b. **Safety Harness** - A six-point restraint system of an approved type must be installed. Where the mount is attached to the standard sheet metal, a backing plate of 3" x 3" x 3/16" must be used. A horizontal bar may be added between the diagonal and vertical bar of the main roll hoop for seat belt anchorage.

c. **Safety Window Net** - An approved safety window net covering the driver's window must be installed. The driver's window must remain open during practice, qualifying and competition; both doors must remain unlocked.

d. **Fire Extinguisher** - An on-board fire extinguisher system of the inert gas type or a hand-held extinguisher with a rated minimum capacity of 5 lbs. must be carried in good working order and easily accessible.

* e. **Electrical Circuit Breaker** - A master electrical circuit breaker (stopping all electrical power) must be mounted in the outside cowl area and be clearly marked by a standard blue triangle/spark decal. Alternate locations: in the opening for the radio antenna or on the roll cage by the driver's window.

f. **Glass** - Headlight, auxiliary light and side marker lenses must be taped during daylight hours. All exposed window glass

except the windshield must be covered with transparent tape to reduce the amount of scattered glass in the event of breakage. Transparent sunroofs and T-tops must also be covered with transparent tape. All sunroofs and T-tops must be securely bolted in place or may be replaced by a metal plate.

g. Other Safety Modifications - Hub caps and wheel trim rings must be removed. Spare wheel, jack and tools must be removed. Where applicable, a sturdy metal strap must be installed under the front of the propeller shaft to prevent the shaft from dropping in case of failure of the coupling. Wheel lugs may be lengthened a maximum of two inches to accommodate thicker wheels. The type of lug may not be changed, i.e. bolt vs stud. The lug/nut assembly may not protrude more than two inches from the mounting face and in no case extend beyond the outer plane of the wheel.

h. Rain Tires - must retain full tread depth.

i. The manufacturer of the automobile must be clearly denoted on both sides of the car.

j. All cars must not exceed a maximum sound level of 108 dBA measured at 50 feet on either side of the car.

11.7.7 Authorized Modifications

a. Brakes - The friction material of the brake pads and/or shoes may be replaced by that of another type. Brake lines may be replaced with approved armored brake lines provided that the standard I.D. and routing are maintained. Dust shields may be removed. Models equipped with ABS may add a switch to deactivate or reset the system.

b. Shock absorbers may be replaced by manufacturer's or aftermarket heavy-duty units maintaining the stock exterior configuration (i.e. threaded spring perches will not be allowed unless OEM). The shocks must interchange with the originals without any modifications. The only modifications that can be made are to the replacement shocks in order to make them conform to the standard configuration. Replacement shocks must have all mounting points, spring perches, etc. in the same locations as the original unit. No modifications to any other suspension components are allowed.

c. Front and/or rear anti-sway bar may be replaced with an aftermarket sway bar providing it can be bolted into place without welding or machining any original components. Models equipped with a permanent or welded in sway bar must have written approval from IMSA for modifying the sway bar.

d. IMSA will determine maximum wheel sizes for each eligible make and model. Unless otherwise specified, wheels may remain as delivered on the base model automobile or may be replaced by aftermarket DOT-approved one-piece or multi-piece

wheels of the specified dimensions (1/2" tolerance in total track dimension). Wheel fans are not permitted.

e. Standard interior mirrors may be replaced.

f. Castor and camber adjustments may be made within the manufacturer's published limits with a 2 degree tolerance. The car may not be modified in order to achieve this tolerance unless specific IMSA approval is obtained in writing.

g. One or two auxiliary driving lights may be added to the front of the car. Standard sealed beam units may be replaced.

h. Tachometer, oil pressure and coolant temperature gauges may be added or replaced.

i. Bushings may be replaced provided they are of the original type, hardness and material.

j. Exhaust System - The catalytic converter must be removed. It is permitted to remove the muffler and substitute a straight exhaust pipe provided the production exhaust manifold is retained. The exhaust pipe must be of the same diameter as the original and must exit in the standard location. Turbocharged cars must use the production exhaust pipe. Supplementary regulations for certain events may require OEM or IMSA-approved aftermarket mufflers.

k. Driver's seat may be replaced by an approved aftermarket driver's seat and securely installed. Standard driver's seat back must be securely fastened. Supplemental devices may be added to secure the rear seats.

l. Other items which may be substituted are: Spark plugs, air filter element, oil filter, brake and clutch fluids, all lubricants and oils, fan belt, water hoses, fuel filter and windshield wiper blades. Additional items which may be substituted with components of the original type are: fittings, points, condenser and rotor, electrical wire, distributor cap, ignition wires, and battery.

m. Balancing - The following original components may be tooled enough for balancing only: pistons, rods, crankshaft, harmonic balancer, flywheel, clutch assembly.

n. Tires - IMSA may name an official tire grade which all competitors must use. All cars must be equipped with Firestone tires. IMSA and Firestone will determine and publish mandatory Firestone tire sizes for each eligible make and model.

o. Steering wheel may be replaced by an approved aftermarket steering wheel. Wood rim steering wheels are not permitted.

p. Exterior of car may be repainted.

q. Door and hood pins may be installed but must have attaching cable to prevent accidental loss of pin. Door and hood

latches must function in original manner.

r. Fuel filler restrictor plate must be removed to accommodate larger size refueling nozzles. Fuel cell foam may be added to the standard gas tank; no other modifications to the fuel tank are allowed.

s. IMSA may specify and publish minimum ride heights for all eligible models.

t. Approved low tire pressure warning system may be fitted.

* u. All turbocharged and supercharged cars must be equipped with an AN-4 male fitting on the intake manifold to facilitate mounting of an IMSA-required boost recorder. A hole 5/8" in diameter must be placed in the firewall to allow the hose from the boost recorder to pass through and attach to the AN-4 fitting. The boost recorder must be mounted securely in the passenger compartment of the car. IMSA will determine maximum boost pressure for turbocharged cars based on manufacturer specifications.

v. Cars originally equipped with automatic seat belts may remove the driver's side track to provide clearance for roll cage installation only.

w. Fog/driving lamps may be replaced with a rigid metal plate of the same size and mounted in the same location.

* x. Cars equipped with air conditioning as standard equipment may remove the air conditioning compressor, condenser and hoses.

11.7.8 Fuel/Refueling

All cars must use unleaded pump fuel without additives. (See also Article 11.3). Gasohol will not be permitted. All fueling in the pits must be done by using IMSA-approved gravity-fed fueling equipment as follows:

Vented overhead rig with a maximum overall height of 6'7" as measured from the pit lane surface. Maximum capacity of 60 gallons.

Single 1" I.D. refueling hose and manned automatic spring-loaded shut-off valve between tank and hose. Regulation UL-approved 1" I.D. manual fuel filler nozzle with all locks and latches removed. Minimum length of 6" for spout on filler nozzle. Plastic fittings are not permitted.

The refueling rig may not be refilled during a pit stop nor may weight be applied to a bladder-type refueling rig. Chilling of fuel is not permitted. All crew members handling fuel or refueling equipment must wear fire resistant clothing covering all exposed skin areas, a fire resistant hood and/or helmet, gloves and protective goggles.

Each team must have a fully charged minimum 10 lb dry powder fire extinguisher, or equivalent, in the pit at all times which must be manned any time the car is being refueled or fuel is being handled. The crew member manning the fire extinguisher during refueling may not participate in other pit stop activities. The crew member manning the fire extinguisher must be over the pit wall positioned to extinguish a fire, particularly at the point of refueling, with the extinguisher set to be discharged.

Driver may remain in car and engine may be left running during refueling operation. It is forbidden for a crew member to work underneath a car during fueling. A maximum of one (1) jack is permitted over the wall during a pit stop.

IMSA may inspect the refueling equipment as a part of the car's overall technical inspection. IMSA reserves the right to check fuel at any time during a competition. IMSA may require in event Supplementary Regulations that all contestants use the same kind of fuel or the fuel provided at the circuit.

Competitors are responsible for the safe transportation and security of their fuel from the time it is dispensed to them. Leakage and spillage of fuel will not be tolerated.

In Street Stock events, this chapter takes precedence over Article 6.4.2, otherwise rules of the pits and grid are per Article 6.4.

11.7.9 Street Stock Eligibility and Tire Size List

GRAND SPORTS

<u>MAKE/MODEL</u>	<u>DISP</u>	<u>YEARS</u>	<u>MANDATORY TIRE SIZES</u>
Audi S4	2.2	92-94	225/50R16
BMW M-3	2.3	91	225/50R16
BMW M-5	3.6	93-94	245/50R16
Chevrolet Camaro	5.0	91-92	245/50R16
Chevrolet Camaro Z28	5.7	93-94	245/50R16
Dodge Stealth R/T Turbo	3.0	91-94	245/50R16
Ford Mustang LX & GT	5.0	91-94	245/50R16
Ford Mustang Cobra	5.0	93-94	245/50R16
Mitsubishi 3000 GT VR-4	3.0	91-94	245/50R16
Nissan 300 ZX Turbo	3.0	91-94	225/50R16(f) 245/50R16(r)
Pontiac Firebird	5.0	91-92	245/50R16
Pontiac Firebird Formula	5.7	93-94	245/50R16
Pontiac Firebird Trans Am GT	5.7	94	245/50R16
Porsche 944 S2	3.0	91	225/50R16(f) 245/50R16(r)
Porsche 968	3.0	92-94	225/50R16(f) 245/50R16(r)
Toyota Supra Turbo	3.0	91-92	245/50R16

SPORTS

MANDATORY

<u>MAKE/MODEL</u>	<u>DISP</u>	<u>YEARS</u>	<u>TIRE SIZES</u>
Acura Integra GS-R	1.7,1.8	92-94	205/60R15
Acura Legend Coupe	2.7,3.2	91-94	205/60R15
Alfa Romeo 164 S	3.0	91-93	205/60R15
Audi 90 CS	2.8	93-94	205/60R15
Audi 200 1 Quattro	2.2	91-92	205/60R15
Audi Quattro Coupe 4V	2.3	91-92	205/60R15
BMW 535i	3.5	92-93	245/50R16
Chevrolet Lumina Z-34	3.4	91-94	245/50R16
Chrysler Conquest	3.5	93-94	245/50R16
Dodge Daytona IROC R/T	2.2	92-93	205/55R16
Dodge Daytona	2.2,2.5	91	225/50R16
Dodge Daytona Shelby Turbo	2.2	91	225/50R16
Dodge Intrepid	3.5	93-94	245/50R16
Dodge Spirit R/T Turbo	2.5	91-92	225/50R16
Dodge Stealth ES & RT	3.0	91-94	225/50R16
Eagle Talon TSI & 4WD	2.0	91-94	205/55R16
Eagle Vision	3.5	93-94	245/50R16
Ford Probe GT	2.2,3.0	91-93	205/60R15
Ford Taurus SHO	3.0	91-94	245/50R16
Ford Thunderbird SC	3.8	91-94	245/50R16
Honda Civic Del Sol VTEC	1.6	94	205/60R14
Honda Prelude VTEC	2.2	93-94	205/60R15
Lexus ES250	2.5	91	205/60R15
Lexus ES300	3.0	92-94	205/60R15
Lexus SC 300	3.0	93-94	205/60R15
Mazda MX-6 Turbo	2.2	91-92	205/60R15
Mazda RX-7 Turbo	2.6	91-92	205/55R16
Mitsubishi 3000 GT	3.0	91-94	225/50R16
Mitsubishi Diamante	3.0	93-94	205/60R15
Mitsubishi Eclipse Turbo & 4WD	2.0	91-94	205/55R16
Nissan 300 ZX	3.0	91-94	225/50R16
Nissan Maxima	3.0	91-94	205/60R15
Oldsmobile Quad 442 W41	2.3	91	205/60R15
Oldsmobile Achieva SCX	2.3	92-93	205/60R15
Plymouth Laser Turbo & 4WD	2.0	91-94	205/55R16
Pontiac Grand Am	3.3	92-93	205/55R16
Pontiac Grand Prix	3.4	92-93	245/50R16
Pontiac Sunbird GT & SE	3.1	92-94	205/50R15
Saab 900 Turbo	2.0	91-93	205/55R16
Saab 9000T	2.0	91-94	205/55R16
Toyota Camry	2.5	91	205/60R15
Toyota Celica All-Trac Turbo 2.0		91-93	225/50R16
Toyota MR-2	2.0	91-92	205/60R14
Toyota MR-2	2.0	93-94	205/50R15
Toyota Supra	3.0	91-92	225/50R16
Toyota Supra	3.0	93-94	225/50R16 (f) 245/50R16 (r)
Volvo 850 Turbo	2.4	94	205/55R16
Volvo 940 Turbo	2.3	91	205/55R16

TOURING

<u>MAKE/MODEL</u>	<u>DISP</u>	<u>YEARS</u>	<u>MANDATORY TIRE SIZES</u>
Acura Integra	1.8	91-94	205/60R14
Acura Vigor	2.5	92-94	205/60R15
Alfa Romeo 164L&LS	3.0	91-94	205/60R15
Alfa Romeo Quadrifoglio	3.0	94	205/60R15
Audi 80/90 Quattro 2v	2.3	91-93	205/50R15
Audi 100S	2.8	92-94	205/60R15
BMW 318is	1.8	91-94	205/60R15
BMW 325is	2.5	91	205/60R15
BMW 325i & is	2.5	92-94	205/60R15
BMW 525i	2.5	92-94	205/60R15
Buick Skylark 16v	2.3	91	205/60R15
Chevrolet Beretta	3.1	91-94	205/55R16
Chevrolet Beretta GTZ & Z26	2.3	91-94	205/55R16
Chevrolet Cavalier Z-24	3.1	91-94	205/60R15
Chevrolet Lumina	3.1	91-94	225/50R16
Chrysler Lebaron GTC Coupe	2.2,2.5	91-93	205/55R16
Dodge Colt	1.8	94	205/60R14
Dodge Daytona	3.0	91-93	205/60R15
Dodge Neon	2.0	94	205/60R14
Dodge Shadow ES	2.2,2.5,3.0	91-94	205/60R15
Dodge Spirit ES	3.0	91-94	205/60R15
Eagle Talon ES	2.0	91-94	205/55R16
Eagle Summit	1.8	94	205/60R14
Ford Escort GT	1.8,1.9	91-94	205/60R15
Ford Probe & LX	2.2,3.0	91-93	205/60R15
Ford Probe GT	2.5	93-94	225/50R16
Geo Prizm	1.6,1.8	91-94	185/60R14
Geo Storm GSI	1.6,1.8	91-93	205/50R15
Honda CRX & CRX Si	1.6	91-93	185/60R14
Honda Civic Del Sol Si	1.6	94	185/60R14
Honda Civic Si	1.6	91-94	185/60R14
Honda Civic EX	1.6	91-94	185/60R14
Honda Prelude Si	2.0,2.2	91-94	205/60R15
Hyundai Elantra	1.8	93-94	185/60R14
Hyundai Scoupe	1.5	91-94	185/60R14
Hyundai Sonata	2.0,3.0	91-94	205/60R15
Infiniti G20	2.0	91-93	205/60R14
Isuzu Impulse RS	1.6	91-93	205/50R15
Isuzu Stylus XS	1.6	91-93	185/60R14
Mazda 323	1.6,1.8	91-94	185/60R14
Mazda 626	2.5	93-94	205/60R15
Mazda 929	3.0	93-94	205/60R15
Mazda Miata	1.8	94	185/60R14
Mazda MX-6	2.2	91-92	205/60R14
Mazda MX-6 LS	2.5	93-94	205/60R15
Mazda MX-3 GS	1.8	92-94	205/50R15
Mazda Protege	1.8	91-94	185/60R14
Mazda RX-7	2.6	91-92	205/60R15
Mercury Tracer	1.8,1.9	91-94	185/60R14
Mitsubishi Eclipse	2.0	91-94	205/55R16
Mitsubishi Galant S & GS	2.0,2.4	92-94	205/60R15

Mitsubishi Mirage	1.8	94	205/60R14
Nissan 240 SX	2.4	91-94	205/60R15
Nissan Altima SE	2.4	93-94	205/60R15
Nissan NX-2000	2.0	92-93	205/60R14
Nissan Sentra & SE-R	1.6,2.0	91-94	205/60R14
Nissan Stanza	2.4	91-93	215/60R14
Oldsmobile Achieva SC	2.3	92-94	205/55R16
Oldsmobile Calais IS HO	2.3	91	205/55R16
Oldsmobile Calais Quad 442	2.3	91	215/60R14
Peugeot 405 Mi 16	1.9	91-92	205/50R15
Peugeot 505 Turbo	2.2	91	205/60R15
Plymouth Acclaim	3.0	91-94	205/60R15
Plymouth Colt	1.8	94	205/60R14
Plymouth Neon	2.0	94	205/60R14
Plymouth Laser	2.0	93-94	205/55R16
Plymouth Sundance	3.0	92-94	205/60R15
Pontiac Grand Am 16V	2.3	91-94	205/55R16
Pontiac Grand Am	2.5	91	205/55R16
Pontiac Lemans	1.6,2.0	91-93	185/60R14
Pontiac Sunbird	2.0	91-94	205/60R15
Saab 900S&SE	2.0, 2.3, 2.5	91-94	205/60R15
Saab 9000S	2.0	91-94	205/60R15
Saturn Sport Coupe & Sedan	1.9	91-94	205/60R15
Subaru Impreza	1.8	94	185/60R14
Subaru Justy	1.2	91-94	185/60R14
Subaru Legacy	2.2	91-94	205/60R15
Suzuki Swift GT	1.3	91-94	185/60R14
Toyota Camry	2.0	91	205/60R15
Toyota Camry	2.2	92-94	205/60R15
Toyota Celica GT	2.2	91-94	205/60R15
Toyota Celica GT-S	2.2	91-94	205/50R15
Toyota Corolla	1.8	93-94	205/60R14
Toyota Paseo	1.5	92-94	185/60R14
Volkswagen Corrado	1.8	91-92	205/50R15
Volkswagen Golf III	2.0	94	185/60R14
Volkswagen GTI 16V	2.0	91-93	205/50R15
Volkswagen Jetta III	2.0	94	185/60R14
Volkswagen Jetta GLI 16V	2.0	91-93	205/50R15
Volkswagen Passat	2.0,2.8	91-94	225/50R16
Volvo 740 & 760 Turbo	2.3	91-92	225/50R16
Volvo 850	2.3,2.4	93-94	205/60R15
Yugo GVX	1.3	91-92	185/60R14

Each car must conform strictly to its manufacturer's specifications as delivered to U.S. buyers by the manufacturer, except where these rules allow or require specific modifications. Any detected deviations from the standard production automobile or unauthorized modification

11.7.10 Eligibility Notes

Detailed specifications are available from the IMSA office

- a. Porsche 944S "Club Sport Package" option is not permitted. The "Sport suspension" option is approved.
- * b. Cars with automatic transmissions will be allowed to fit the approved factory transmission cooler.
- c. Porsche 944S must reduce fuel tank capacity to 17 gallons by adding approved blocks to the stock fuel tank.
- d. Ford Mustangs will be allowed the optional four wheel disc brake package available from the Ford Motorsports Catalog, Part #M-2300-C.
- e. Ford Mustang GT must make the approved exhaust modifications.
- f. Oldsmobile Calais W41 package will not be allowed the Torsen-Gleason differential or the W-41 fuel tank.
- g. BMW-M3 trunk mounted auxiliary fuel tank is not permitted.
- h. 5.0 liter Camaro may use Lucas OEM replacement fuel injectors, GM Part No. 10077513.
- i. Audi 200 Quattros - optional heavy duty suspension springs are not permitted.
- j. Oldsmobile Calais and Achieva must make approved rear wheel bearing modification.
- k. Mazda RX-7 must make the approved steering rack modification.
- l. 1991-1992 Toyota MR2 must make the approved front sway-bar mount modification.
- * m. Honda Civic Si must make the approved V-Tech modification.
- n. Honda Prelude Si must make the approved crankcase vent modification.
- o. Toyota MR2 must make the approved crankcase vent modification.
- * p. Honda Preludes must make the approved sway bar mount modification.
- * q. Mazda Miata, Honda Civic Del Sol Si and Honda Civic Del Sol VTEC must compete with the removable hard top securely attached.
- * r. Porsche 944 and 968 must make the approved lower control arm modification.
- * s. Mazda MX-6 is allowed the approved rear control arm modification.

11.8 IMSA SUPERCAR CATEGORY

See Article 12.4 for Bridgestone Supercar Championship Standing Supplementary Regulations and Article 13 for car identification diagrams. See also Articles 11.1 through 11.4.

11.8.1 Purpose

This category is designed to encourage race competition of street legal exotic sports cars, to demonstrate the relative speed and excitement created by these makes, and to promote the performances of drivers, manufacturers and other participants.

11.8.2 Eligibility

IMSA will determine and publish a list of specific makes and models eligible to compete. Eligibility will be determined by IMSA. Eligible cars will generally be those which are produced or are to be produced at a rate of at least 200 units in a 12-month period, described and published in manufacturers' catalogs, marketed in the U.S. and available for purchase through the manufacturers' dealer organizations, and bearing the manufacturer's serial numbers designated for the eligible model year. IMSA reserves the right at its sole discretion, to add or delete any model from the eligibility list. Convertibles are only eligible if that is the only configuration in which the car is available for purchase. Model variants introduced after the first race of the season will not be approved until next season.

11.8.3 Recognition Forms/Configuration

In order to regulate the specifications for cars fairly and consistently, IMSA will recognize the official MVMA forms for U.S.-built automobiles and comparable forms for foreign-built automobiles, as well as other legitimate sources for manufacturers' specifications. IMSA may also use another car of the same make and model selected at random for comparisons.

Entrants are required to have in their possession at each event the official factory shop manual for the make and model of their car(s) in order to verify standard components and configurations. It is the responsibility of the entrant to prove that his car conforms in every respect to these rules.

It is the responsibility of each competitor to advise IMSA of any running model changes instituted by the manufacturer after the first race of the series. Such changes must be submitted to and approved by IMSA at least 30 days before being eligible for competition in the series.

Each car must conform strictly to its standard configuration as delivered to U.S. buyers by the manufacturer except where these rules allow or require specific modifications. Any detected deviation from the standard production automobile or unauthorized modification

not specifically permitted by these rules will result in severe penalties.

IMSA may require certain models to compete with or without specific OEM, or alternate components. IMSA may require a competitor to replace any component with a manufacturer's original or replacement part. IMSA may require a competitor to install monitoring equipment during a competition. IMSA may require competitors with turbocharged cars to purchase, lease or install a boost recording device from IMSA (to be controlled by IMSA).

11.8.4 Official Weight

IMSA will determine and publish an official minimum weight for each eligible make and model. Minimum weight will be taken without driver or fuel aboard. IMSA may require ballast weights, which must be bolted or welded to the chassis of the automobile. Adjustments in weight will be done in a maximum of 50 lb increments.

11.8.5 Mandatory Safety Modifications

a. Roll Cage - Must be a welded cage per Article 11.4.b.18. The roll cage must be fabricated from seamless mild steel tubing, bolted or welded to the chassis. The roll cage mounting pads must have a minimum thickness of 3/16", be large enough to adequately distribute the force of a roll over, and if bolted to the chassis must be backed by a plate or plates of similar dimensions. The door glass, operating mechanism and interior panels shall be removed from the driver's door to permit installation of the mandatory door bars that extend to the door skin.

b. Fuel cell - Fuel cells meeting the requirements of article 11.4.b.14 are required on all Supercars. Fuel cell must be located as close to the original tank location as possible. A minimum of 6" must be maintained between the bottom of the cell and the ground at all times. Dry break fuel filler and vents are permitted. They must be located away from the engine compartment and the exhaust. The bodywork may be modified to install fillers and vents so they do not protrude beyond the plane of the outside mounting surface.

c. Safety Harness - A six-point restraint system of an approved type must be installed. If mounts are attached to standard sheet metal, a backing plate must be used. A horizontal bar must be added between the diagonal and vertical bar of the main roll hoop for shoulder belt anchorage.

d. Safety Window Net - An approved safety window net covering the driver's window must be installed. The driver's window must remain open during practice, qualifying and competition and both doors must remain unlocked.

e. Fire Extinguisher - An on-board fire extinguisher system per Article 11.4.b.19 is mandatory.

f. A master electrical circuit breaker in accordance

with Article 11.4.b.10 must be installed.

g. Glass - Headlight, auxiliary light and side marker lenses must be taped during daylight hours. All exposed window glass except the windshield must be covered with transparent tape to reduce the amount of scattered glass in the event of breakage. Transparent sunroofs and T-tops must also be covered with transparent tape. All sunroofs and T-tops must be securely bolted in place or may be replaced by a metal plate.

h. Other Safety Modifications - Removable wheel trim pieces must be removed. Spare wheel, jack and tools must be removed. Where applicable, a sturdy metal strap must be installed under the front of the propeller shaft to prevent the shaft from dropping in case of failure of the coupling.

11.8.6 Authorized Modifications

* a. Brakes - The friction material of the brake pads and/or shoes may be replaced by that of another type. Brake lines may be replaced with approved armored brake lines provided that the standard routing is maintained. Dust shields may be removed. Models equipped with ABS may install a switch to deactivate or reset the system. Openings of a maximum of twelve square inches per wheel may be used to duct air to the front brakes. Existing standard body openings may be used or parking light lenses may be removed to duct air. Any caliper assembly and ferrous brake rotor may be used provided the standard production spindle and upright are not modified.

b. Shock absorbers may be replaced by manufacturer's or aftermarket heavy-duty units that are interchangeable with the originals without any modifications.

c. Front and/or rear anti-sway bar may be replaced with an aftermarket sway bar providing it can be bolted into place without welding or machining any original components. Models equipped with a permanent or welded in sway bar must have IMSA approval for modifying the sway bar.

d. Unless otherwise specified, wheels must remain as delivered on the automobile or may be replaced by aftermarket DOT-approved one-piece or multi-piece wheels of the original equipment dimensions (1/2" tolerance in total track dimension). Wheel fans are not permitted.

e. Standard interior mirrors may be replaced.

f. Castor and camber adjustments may be made within the manufacturer's published limits with a 2 degree tolerance. The car may not be modified in order to achieve this tolerance unless specific IMSA approval is obtained in writing.

g. Gauges may be added or replaced.

h. Bushings may be replaced provided they are of the original type and material.

i. Exhaust System - The catalytic converter may be

removed. It is permitted to remove the muffler and substitute an exhaust pipe provided the production exhaust manifold is retained. The exhaust pipe must be of the same diameter as the original and must exit in the standard location. The O₂ sensor must remain functional. Supplementary Regulations for certain events may require OEM or IMSA-approved aftermarket mufflers.

* j. Driver's seat must be replaced by an approved racing seat, securely installed in original location. Passenger seat may be replaced with a racing seat. Rear seats may be removed.

k. Interior - Standard dash must be retained, but may be modified for rollcage installation. Headliner, carpet, and sound insulation may be removed.

l. Other items which may be substituted are: spark plugs, air filter element, oil filter, brake and clutch fluids, all lubricants and oils, fan belt, water hoses, fuel filter and windshield wiper blades. Additional items which may be substituted with components of the original type are: fittings, electrical wire, distributor cap, ignition wires, and battery.

m. Balancing - The following original components may be tooled enough for balancing only: pistons, rods, crankshaft, harmonic balancer, flywheel, clutch assembly.

n. Tires - IMSA may name an official tire grade which all competitors must use. All cars must be equipped with Bridgestone tires. The official tire will be the Bridgestone RE 71 unless otherwise stated. These tires can only be purchased from the official Bridgestone Motorsports race tire distributors. IMSA will determine and publish mandatory tire sizes for each eligible make and model.

o. Steering wheel may be replaced by an approved aftermarket steering wheel. Wood rim steering wheels are not permitted. Steering column lock must be removed.

p. Door and hood pins must be installed and must have attaching cable to prevent accidental loss of pin. Door and hood latches must function in original manner.

q. IMSA may specify and publish minimum ride heights for all eligible models.

* r. All turbocharged and supercharged cars must be equipped with an AN-4 male fitting on the intake manifold to facilitate mounting of an IMSA-supplied boost recorder. A hole 5/8" in diameter must be placed in the firewall to allow the hose from the boost recorder to pass through and attach to the AN-4 fitting. The boost recorder must be mounted securely in the passenger compartment. IMSA will determine maximum boost pressure for turbocharged cars based on manufacturer specifications.

s. OEM seat belts may be removed. Automatic air bag systems may be removed or deactivated. Cars equipped with automatic seat belts systems may remove the track to provide clearance for roll cage installation.

t. Uni-body seams may be welded.

u. Models competing with an automatic transmission may add a transmission fluid cooler provided it is mounted within the engine compartment and not visible from the exterior of the car.

v. Air conditioned cars may remove the air conditioning components and associated parts.

w. Suspension springs may be replaced as long as they are of the same dimensions as the originals and are installed in the standard position. It is permitted to thread the spring perch for adjustability. A 5" minimum ride height measured at any point on the lower outer edge of the rocker panel must be maintained at all times.

11.8.7 Fuel

All cars must use unleaded pump fuel without additives. Gasohol will not be permitted. (See also Article 11.3)

11.8.8 Eligibility and Tire Size List

1989 models or newer

	<u>Mandatory Tire Size</u>	<u>Min. Weight in Pounds</u>
Acura NSX	F 235/45-17, R 275/40-17	2550
BMW M 5	F 275/40-17, R 315/35-17	2700
BMW M-6	275/40-17	2600
BMW 850 i	275/40-17	2900
BMW 750 iL	275/40-17	3000
Corvette L-98	275/40-17	2850
Corvette LT1	F 275/40-17, R 315/35-17	3000
Corvette ZR-1	F 275/40-17, R 315/35-17	3200
Callaway Corvette	F 275/40-17, R 315/35-17	3300
Callaway Corvette CL-1	F 275/40-17, R 315/35-17	3100
Callaway Corvette CR-1	F 275/40-17, R 315/35-17	3200
Dodge Stealth	255/40-17	3100
Dodge Viper	F 275/40-17, R 335/35-17	3250
Ferrari 348	F 235/45-17, R 255/40-17	2750
Ferrari Testarossa	275/40-17	3100
Ford Mustang SAAC MK II	275/40-17	2500
Jaguar XJ-S	275/40-17	3200
Lexus SC 400	235/45-17	3000
Lotus Esprit Turbo SE	F 225/50-16, R 245/45-16	2450
Lotus Esprit X180R	F 225/50-16, R 275/40-17	2800
Mazda RX-7 (93 - 94)	F 235/45-17, R 275/40-17	2450
Mercedes 300 SL	275/40-17	3100
Mercedes 500 SL	275/40-17	3200
Mercedes 500 E	275/40-17	3300
Mercedes 300 CE	275/40-17	2700
Nissan 300ZX-T Stillen	F 275/40-17, R 315/35-17	3000
Pontiac Firebird Firehawk	F 275/40-17, R 315/35-17	2900
Pontiac Firebird Firehawk (93-94)	F 275/40-17, R 315/35-17	2900
Porsche Carrera 2	F 235/45-17, R 275/40-17	2500
Porsche Carrera 4	F 235/45-17, R 275/40-17	2600
Porsche 911 Turbo	F 235/45-17, R 275/40-17	2950
Porsche 911 Turbo S2 (1992)	F 235/45-17, R 275/40-17	3200
Porsche 911 Turbo (93 - 94)	F 235/45-17, R 275/40-17	3200

Porsche 928 GT	F 275/40-17, R 315/35-17	3000
Porsche 928 S4	F 275/40-17, R 315/35-17	3000
Porsche 944 Turbo	F 235/45-17, R 255/40-17	2550
Toyota Supra Turbo (93 - 94)	F 275/40-17, R 315/35-17	2900

Appropriate additional models may be added as data becomes available.

11.8.9 Eligibility Notes

- a. Pontiac Firebird Firehawk may make the approved SLP rear suspension modification.
- b. Pontiac Firebird Firehawk may install the approved optional SLP rear spoiler.
- c. Porsche 911 Turbo may install the approved optional Porsche oil cooler.
- d. Chevrolet Corvette L-98 and LT-1 may install the approved optional oil cooler part # 14104653.
- e. Chevrolet Corvette L-98 and LT-1 must make the approved flywheel and clutch modification.

12. STANDING SUPPLEMENTARY REGULATIONS

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

IMSA is the sole authority for the awarding of all IMSA series championship points, the naming of IMSA series driver and manufacturer champions and the distribution of any IMSA series point funds in the manner set forth in these Standing Supplementary Regulations.

Notwithstanding that a particular IMSA series competition may be listed on the FIA calendar or be part of an event counting towards an FIA championship, IMSA reserves sole authority to settle finally 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.

*12.1 EXXON WORLD SPORTS CAR CHAMPIONSHIP

The EXXON WORLD SPORTS CAR™ CHAMPIONSHIP is an annual calendar of races which determines driver and manufacturer champions, the distribution of point funds and other awards.

*12.1.1 Duration

EXXON WORLD SPORTS CAR™ CHAMPIONSHIP races may vary in duration. Races may be divided into heats. For races of a given distance, an additional time limitation may be imposed by the Race Director prior to the start of the race.

*12.1.2 Car Eligibility

IMSA WORLD SPORTS CAR™ category cars as defined in Article 11.5 of the IMSA CODE and amendments thereto are eligible to compete.

*12.1.3 EXXON WORLD SPORTS CAR™ CHAMPIONSHIP Driver Champion

IMSA will recognize a driver champion in the series based on the relative point standings of competitors at the close of the series.

a. Championship points will be awarded in each series race to the top fifteen finishers as follows:

1st	20 points	6th	14 points	11th	9 points
2nd	18 points	7th	13 points	12th	8 points
3rd	17 points	8th	12 points	13th	7 points
4th	16 points	9th	11 points	14th	6 points
5th	15 points	10th	10 points	15th	5 points

In events of 12 hours duration or longer, points will be awarded as above plus an additional 5 points for each of the fifteen positions. In events of 24 hours duration or longer, points will be awarded as above plus an additional 8 points for each of the fifteen positions.

b. Bonus championship points will be awarded to drivers for race starts/competitions in the series regardless of overall finishing positions as follows:

<u>Race 1</u>	<u>Race 2</u>	<u>Race 3</u>	<u>Race 4</u>	<u>Race 5</u>	<u>Race 6</u>	<u>Race 7</u>	<u>Race 8</u>	<u>Race 9</u>	<u>Race 10</u>
0	1	2	3	4	5	6	7	8	9

and so on.

A driver who makes a good faith effort to start a race, in the opinion of IMSA, will be considered a starter for the purpose of these bonus points. A driver becomes eligible for these bonus points after competing in his/her second race. Race starts/competitions need not be consecutive.

c. One bonus championship point will be awarded to each driver who leads the race for at least one lap.

d. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car if more than one driver is required.

In sprint races where only one driver is eligible for point awards, points will awarded only to the starting driver who must drive the car for at least one-half the scheduled distance (or time) of the race. His car must also complete 90% or more of the distance achieved by the winning car in his division.

In endurance races where one or more drivers are eligible for point awards, points will be awarded to each driver who drives the minimum distance (or time) specified in the supplementary regulations. Their cars must also complete 70% or more of the distance achieved by the winning car in their division. Unless otherwise specifically designated in the event supplementary regulations, all events will be considered endurance races.

In both of the above cases, drivers will be awarded points only in the first car they drive during the race.

Points will be awarded only to drivers holding current IMSA competition licenses.

e. Distance is normally measured in whole laps completed by the car with credit for a lap going to the driver who crosses the scoring line in the car. In cases where the minimum distance required to be eligible for point awards is a certain number of laps plus a fraction, the fraction will be disregarded.

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

g. IMSA will decide finally any dispute or question

about point awards.

h. **EXXON WORLD SPORTS CAR™ CHAMPIONSHIP Point Fund**

Exxon U.S.A., has posted a \$200,000 point fund which will be paid out to top EXXON WORLD SPORTS CAR™ CHAMPIONSHIP drivers at the close of the 1994 season. The specific distribution will be announced.

***12.1.4 Manufacturer Champion**

IMSA will recognize a manufacturer champion in the series. The championship will be based on the relative point standings of engine makes at the close of the series.

Championship points will be awarded on a 20 - 18 - 17 - 16 - 15 - 14 - 13 - 12 - 11 - 10 - 9 - 8 - 7 - 6 - 5 basis in each race. A given make will receive points for its highest finishing position only in each series race.

Five bonus points will be awarded for races of 12-hours duration or longer and eight bonus points for races of 24-hours or longer as outlined in Article 12.1.3.a.

In case of a tie in the final point standings, the tie shall be resolved as outlined in Article 12.1.3.f.

***12.1.5 Advertising**

a. All competing cars must carry an official Exxon Series decal on each side in an approved location, an Exxon decal on the body work directly rearward of each headlight location facing forward, as well as other decals designated by IMSA.

b. All competing drivers must display the official Exxon series patch on the upper most right chest of the driver's uniform; IMSA patch on the uppermost left chest of the driver uniform; Exxon helmet decal on the front center of the driver's helmet visor.

c. All advertising is subject to IMSA approval.

d. Drivers are also required to sign the standard release on their competition license applications or, in the case of drivers who are not members of IMSA (for example, an FIA-licensed driver in an international race), on their entry forms, permitting the series sponsor, promoter and IMSA to use their names and photos, and photos of their racing cars, for advertising and promoting the series.

e. Competitors may also be required to display event sponsor decals in a standard location on the car. A clear space on each side of the car measuring 20 x 24 inches must be reserved for the car number; the IMSA category decal(s) and EXXON WORLD SPORTS CAR™ CHAMPIONSHIP Series decal, as described in the diagram in Article 13.

f. All entrants and associated manufacturers who may wish to place advertising concerning the performance or associa-

tion of their products in the EXXON WORLD SPORTS CAR™ CHAMPIONSHIP be aware that the EXXON WORLD SPORTS CAR™ CHAMPIONSHIP name is a registered trademark and is the only proper EXXON WORLD SPORTS CAR™ CHAMPIONSHIP reference, and that the use of any EXXON trademark requires EXXON's prior written consent.

***12.1.6 Qualifying**

With the exception of the Rolex 24 at Daytona and the 12 Hours of Sebring, in an official qualifying session, the first five complete laps for each driver of a WORLD SPORTS CAR™ will count towards grid position. If more than one driver is employed, each will be given the opportunity of 5 laps with fresh tires, the fastest driver determining the starting position. In either case, the car will retain its grid position for race day only if presented on the grid with the driver setting the appropriate qualifying time as the starting driver and with the same set of tires used set the qualifying time.

Each car must qualify at a lap time no slower than 120% of the average of the qualifying times achieved by the fastest three (3) WORLD SPORTS CARS™.

***12.1.7 Engine Changes After Qualifying**

In all events other than the Rolex 24 at Daytona and the 12 Hours of Sebring, all WORLD SPORTS CARS™ must start the race with the engine they qualified with if they are to retain their grid position.

***12.1.8 WORLD SPORTS CAR™ Test Ban**

IMSA WORLD SPORTS CARS™ are not permitted to test a race facility within two weeks prior to an EXXON WORLD SPORTS CAR™ CHAMPIONSHIP race scheduled at that facility unless IMSA designates a promoter test day(s) open to all WORLD SPORTS CAR™ entrants.

12.2 EXXON SUPREME GT SERIES

The Exxon Supreme GT Series is an annual calendar of races which determines driver and manufacturer champions, the distribution of point funds and other awards.

12.2.1 Duration

Exxon Supreme GT Series races may vary in duration. Races may be divided into heats.

12.2.2 Car Eligibility

IMSA GTS, GTO, and GTU category cars as defined in Article 11.6 of the IMSA CODE and amendments thereto are eligible to compete.

12.2.3 EXXON SUPREME GT Driver Championships

IMSA will recognize driver champions in three divisions: GTS, GTO, and GTU, based on the relative point standings of competitors at the close of the series.

a. Point Awards - Championship points will be awarded to the top ten finishers in each division as follows:

1st - 20 points	6th - 6 points
2nd - 15 points	7th - 4 points
3rd - 12 points	8th - 3 points
4th - 10 points	9th - 2 points
5th - 8 points	10th - 1 point

In events of 12 hours duration or longer, points will be awarded as above plus an additional 5 points for each of the ten positions. In events of 24 hours duration or longer, points will be awarded as above plus an additional 8 points for each of the ten positions.

b. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car if more than one driver is required.

In sprint races where only one driver is eligible for point awards, points will be awarded only to the starting driver who must drive the car for at least one-half the scheduled distance (or time) of the race. His car must also complete 90% or more of the distance achieved by the winning car in his division.

In endurance races where one or more drivers are eligible for point awards, points will be awarded to each driver who drives the minimum distance (or time) specified in the supplementary regulations. Their car must also complete 70% or more of the distance achieved by the winning car in their division. In both of the above cases, drivers will be awarded points only in the first car they driver. Points will be awarded only to drivers holding current IMSA competition licenses and displaying IMSA patches on their driver's suits.

c. Distance is normally measured in whole laps completed by the car with credit for a lap going to the driver who crosses the scoring line in the car. In cases where the minimum distance required to be eligible for point awards is a certain number of laps plus a plus a fraction, the fraction will be disregarded.

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

e. IMSA will decide finally any dispute or question about point awards.

12.2.4 Manufacturer Champions

IMSA will present trophies recognizing Manufacturer Champions in two divisions: GTS and GTU.

Manufacturer points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each division. A given make will receive points for its highest finishing position only in each series race. Five bonus points will be awarded for races of 12 hours duration or longer and eight bonus points for races 24 hours or longer as outlined in Article 12.2.3.a. In case of a tie in the final point standings, it will be resolved in the manner outlined in Article 12.2.3.d.

Points will be awarded in the name of the manufacturer of the automobile.

12.2.5 Advertising

a. All competing cars must carry the official Exxon Supreme GT Series decal on each side in approved location as well as the official series windshield tint across the top of the windshield.

b. Drivers must wear official Exxon Supreme GT Series patches on the uppermost right chest area of their uniforms and must affix the official Exxon Supreme GT Series helmet decal on the front center of the driver's helmet visor.

* c. All entrants and associated manufacturers who may wish to place advertising concerning the performance or association of their products in the Exxon Supreme GT Series be aware that the Exxon Supreme GT Series name is a registered trademark, and is the only proper Exxon Supreme GT Series reference, and that the use of any EXXON trademark requires EXXON's prior written consent.

d. Competitors may also be required to display event sponsor decals in a standard location on the car. A clear space on each car measuring 20 x 24 inches must be reserved for the car number, the IMSA category decal(s) and series decal, as described in the diagram in Article 13.

e. All advertising is subject to IMSA approval.

f. Drivers are also required to sign the standard release on their competition license applications or, in the case of drivers who are not members of IMSA (for example, an FIA-licensed driver in an international race), on their entry forms, permitting the series sponsor, promoter and IMSA to use their names and photos, and photos of their racing cars, for advertising and promoting the series.

***12.2.6 Qualifying**

Exxon Supreme GT qualifying procedures will be based on EXXON WORLD SPORTS CAR™ qualifying per Article 12.1.6. Details to be announced.

1st	50 points
2nd	45 points
3rd	40 points
4th	35 points
5th	30 points
6th	25 points
7th	20 points
8th	15 points
9th	10 points
10th	5 points

Additionally, one point will be awarded to the driver who sets the fastest official qualifying time in each division. In events of 12 figure duration or longer, points will be awarded as above plus an additional 5 points for each of the top positions.

Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each award. If more than one driver is required, a maximum of four drivers may be listed and only one may be awarded points unless otherwise noted on the event Supplementary Regulations.

In event races where only one driver is eligible, points will be awarded only to the starting driver who finishes the race (or at least one-half the scheduled distance) or time for the race. His car must also complete 50% or more of the distance achieved by the winning car in the division.

In endurance races where one or more drivers are eligible, points will be awarded to each driver who drives the minimum distance (or time) specified in the supplementary regulations. Their car must also complete 50% or more of the distance achieved by the winning car in that division.

In both of the above cases, drivers will be awarded points

12.3 FIRESTONE FIREHAWK ENDURANCE CHAMPIONSHIP

The Firestone Firehawk Endurance Championship Series is an annual calendar of races which determine driver and manufacturer champions, the distribution of point funds and other awards.

12.3.1 Duration

Firestone Firehawk Endurance Championship Series races will vary in duration. Races may be divided into heats.

12.3.2 Car Eligibility

IMSA Street Stock Category cars as defined in Article 11.7 of the IMSA CODE and amendments thereto are eligible to compete.

12.3.3 Driver Champion

Driver champions will be recognized in three Firestone Firehawk divisions: Grand Sports, Sports, and Touring.

a. Point Awards - These championships will be determined by the relative point standings of drivers at the close of each Firestone Firehawk season, counting all races held. In each race, championship points will be awarded to the top ten finishers in each division as follows:

1st -	20 points	6th -	6 points
2nd -	15 points	7th -	4 points
3rd -	12 points	8th -	3 points
4th -	10 points	9th -	2 points
5th -	8 points	10th -	1 point

Additionally, one point will be awarded to the driver who sets the fastest official qualifying time in each division. In events of 12 hours duration or longer, points will be awarded as above plus an additional 5 points for each of the ten positions.

* b. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car if more than one driver is required. A maximum of four drivers may be listed an/or compete in a given car unless otherwise noted on the event Supplementary Regulations.

In sprint races where only one driver is eligible, points will be awarded only to the starting driver who must drive the car for at least one-half the scheduled distance (or time) of the race. His car must also complete 90% or more of the distance achieved by the winning car in his division.

In endurance races where one or more drivers are eligible, points will be awarded to each driver who drives the minimum distance (or time) specified in the supplementary regulations. Their car must also complete 70% or more of the distance achieved by the winning car in their division.

In both of the above cases, drivers will be awarded points

only in the first car they drive.

Points will be awarded only to drivers holding current IMSA competition licenses who display the IMSA patch on their driver suits and who also comply with the advertising requirements stipulated in Article 12.3.6.

c Distance is normally measured in whole laps completed by the car with credit for a lap going to the driver who crosses the scoring line in the car. In cases where the minimum distance required to be eligible for point awards is a certain number of laps plus a fraction, the fraction will be disregarded.

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

e. IMSA will decide finally any dispute or question about point awards.

f. Firestone Firehawk Endurance Championship Point Fund - Firestone and series co-sponsors will post a point fund to be paid out at the close of the season as follows:

GRAND SPORTS DIVISION - \$30,000

1-	\$10,000	6-	1,000
2-	7,000	7-	850
3-	5,000	8-	650
4-	3,000	9-	550
5-	1,500	10-	450

SPORTS DIVISION - \$20,000

1-	\$7,500	6-	800
2-	4,500	7-	700
3-	2,500	8-	600
4-	1,500	9-	500
5-	1,000	10-	400

TOURING DIVISION - \$20,000

1-	\$7,500	6-	800
2-	4,500	7-	700
3-	2,500	8-	600
4-	1,500	9-	500
5-	1,000	10-	400

12.3.4 Manufacturer Champions

IMSA will present trophies recognizing Firestone Firehawk Manufacturer Champions in three divisions: Grand Sports, Sports, and Touring.

Manufacturer points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each division. A given make will receive points for its highest finishing position only in each series race. Five bonus points will be awarded for races of 12 hours duration or longer as outlined in Article 12.3.3.a. In case of a tie in the final point standings, it will be resolved in the manner outlined in Article 12.3.3.d.

12.3.5 Car of the Year

IMSA will present a trophy recognizing the Firestone Firehawk Car of the Year. Points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each division to the make/model, then combined into one set of points. A given model will receive points for its highest finishing position only in each series race. In case of a tie in the final point standings, it will be resolved in the manner outline in Article 12.3.3.d.

12.3.6 Advertising

All competitors are required to affix the official Firestone Firehawk Endurance Championship Series decals, unaltered, in an approved location on both car doors, to affix the official Series windshield tint exclusively to the car's windshield, to affix the series co-sponsor decals, unaltered, in approved locations on both front quarter panels, and to affix the official diagnostic services supplier decals on both sides of the car. When applicable, event decals must be affixed to each door. Doors must remain free of other advertising unless otherwise specified by IMSA.

To be eligible for point awards and prize monies, drivers must display the official Firestone Series patches on the breast area of their driving uniforms and display the proper decals on the race car.

All advertising is subject to IMSA approval. Specifically, tire manufacturer advertising is restricted to Firestone.

Drivers are also required to sign the standard release on their competition license applications permitting the Series sponsor, promoters and IMSA to use their names and photos, and photos of their racing cars, for advertising and promoting the series.

12.4 BRIDGESTONE SUPERCAR CHAMPIONSHIP

The Bridgestone Supercar Championship is an annual calendar of races which determine driver and manufacturer championships, the distribution of point funds and other awards.

12.4.1 Duration

Bridgestone Supercar Championship races will vary in duration. Races may be divided into heats.

12.4.2 Car Eligibility

IMSA Supercar Category cars as defined in Article 11.8 of the IMSA CODE and amendments thereto are eligible to compete.

12.4.3 Driver Champion

IMSA will recognize a driver champion in the series based on the relative point standings of competitors at the close of the series.

a. Championship points will be awarded in each series race to the top fifteen finishers as follows:

1st	20 points	6th	14 points	11th	9 points
2nd	18 points	7th	13 points	12th	8 points
3rd	17 points	8th	12 points	13th	7 points
4th	16 points	9th	11 points	14th	6 points
5th	15 points	10th	10 points	15th	5 points

* b. Bonus championship points will be awarded to drivers for consecutive race starts in the series regardless of overall finishing positions as follows:

<u>Race 1</u>	<u>Race 2</u>	<u>Race 3</u>	<u>Race 4</u>	<u>Race 5</u>	<u>Race 6</u>	<u>Race 7</u>	<u>Race 8</u>	<u>Race 9</u>	<u>Race 10</u>
0	1	2	3	4	5	6	7	8	9

A driver becomes eligible for these bonus points by competing in the first race of the season. Should the driver fail to start in any series race, that driver would subsequently no longer be eligible for bonus points.

A driver who makes a good faith effort to start a race, in the opinion of IMSA, will be considered a starter for the purpose of these bonus points.

c. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car if more than one driver is required.

In sprint races where only one driver is eligible, points will be awarded only to the starting driver who must drive the car for at least one half the scheduled distance (or time) of the race. His car must also complete 90% or more of the distance achieved by the winning car in his division.

In endurance races where one or more drivers are eligible, points will be awarded to each driver who drives the minimum distance (or time) specified in the supplementary regulations. Their car must also complete 70% or more of the distance achieved by the winning car in their division.

In both of the above cases, drivers will be awarded points only in the first car they drive.

Points will be awarded only to drivers holding current IMSA competition licenses who display the IMSA patch on their driver suits.

d Distance is normally measured in whole laps completed by the car with credit for a lap going to the driver who crosses the scoring line in the car. In cases where the minimum distance required to be eligible for point awards is a certain number of laps plus a fraction, the fraction will be disregarded.

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

f. IMSA will decide finally any dispute or question about point awards.

g. Bridgestone Supercar Championship Point Fund-
Bridgestone will post a point fund of \$75,000 to be paid out at the close of the season as follows:

Champion	\$20,000	7th	3,000
2nd	15,000	8th	2,500
3rd	10,000	9th	2,000
4th	7,000	10th	1,500
5th	5,000	11th-15th	1,000 each
6th	4,000		

12.4.4 Manufacturer Champion

IMSA will recognize a manufacturer champion in the series. The championship will be based on the relative point standings of make at the close of the series.

Championship points will be awarded on a 20 - 18 - 17 - 16 - 15 - 14 - 13 - 12 - 11 - 10 - 9 - 8 - 7 - 6 - 5 basis in each race. A given make will receive points for its highest finishing position only in each series race.

In case of a tie in the final point standings, the tie shall be resolved as outlined in Article 12.4.3.e.

12.4.5 Advertising

All competitors are required to affix the official Bridgestone Supercar Championship decals, unaltered, in an approved location on both doors and to affix the official series windshield tint exclusively to the car's windshield. When applicable, event decals must be affixed

to each door. Doors must remain free of other advertising unless otherwise specified by IMSA.

To be eligible for point awards and prize monies, drivers must display the official Bridgestone Series patches on the breast area of their driving uniforms and display the proper decals on the race car.

All advertising is subject to IMSA approval. Specifically, tire manufacturer advertising is restricted to Bridgestone.

Drivers are also required to sign the standard release on their competition license applications permitting the series sponsor, promoters and IMSA to use their names and photos, and photos of their racing cars, for advertising and promoting the series.

***12.4.6 Bridgestone Supercar Championship Qualifying**

Following the completion of official qualifying, the driver who set the fastest time will be asked to draw a colored ball from a bag at the time and location specified on the event detailed schedule. The results of this draw will be as follows:

Green Ball	No change in qualifying or starting order.
Blue Ball	The starting order of the first 4 positions will be inverted.
Yellow Ball	The starting order of the first 6 positions will be inverted.
Red Ball	The starting order of the first 8 positions will be inverted.

The results of the draw will determine the actual starting order of the race.

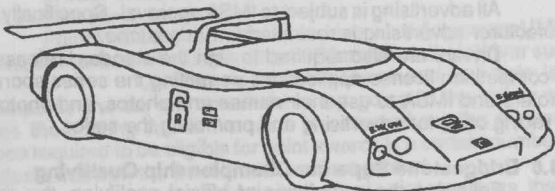
***12.5 Barber Saab Pro Series**

The Barber Saab Pro Series is an annual calendar of races which determine a driver champion, the distribution of point funds and other awards.

All Barber Saab Pro Series races will be conducted in accordance with the IMSA CODE and other series regulations.

13. CAR IDENTIFICATION DIAGRAMS

EXXON WORLD SPORTS CAR™ CHAMPIONSHIP

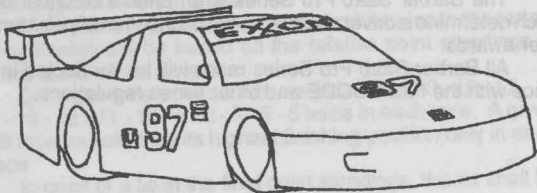


CAR NUMBER, SERIES DECALS, IMSA I.D. ON BOTH SIDES ADJACENT TO COCKPIT. SIDE NUMBERS MAY BE RELOCATED ELSEWHERE ON THE SIDE SUBJECT TO IMSA APPROVAL.

CAR NUMBER AND IMSA NOSE DECAL ON FRONT FACING FORWARD. SERIES EXXON DECALS DIRECTLY REARWARD OF EACH HEADLIGHT COVER FACING FORWARD OR AS DIRECTED BY IMSA.

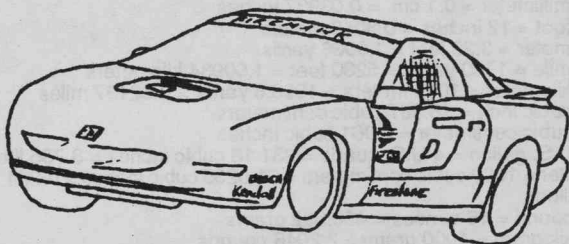
ENGINE MANUFACTURER IN LETTERS (OR LOGO) AT LEAST 3" HIGH ON EACH SIDE.

EXXON SUPREME GT



CAR NUMBER, SERIES DECALS, IMSA I.D. AND DRIVER NAME, ONLY, ON DOORS. SERIES WINDSHIELD TINT EXCLUSIVELY ACROSS TOP OF WINDSHIELD. CAR NUMBER AND IMSA NOSE DECAL ON NOSE FACING FORWARD.

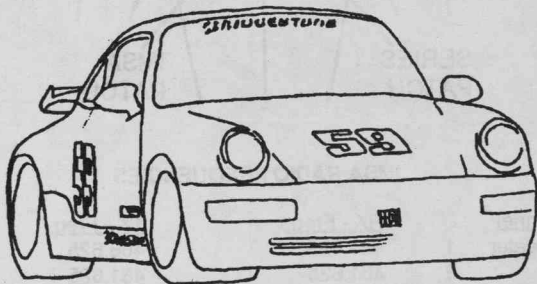
FIRESTONE FIREHAWK ENDURANCE CHAMPIONSHIP



CAR NUMBER, SERIES DECALS, IMSA I.D. ONLY, ON DOORS AS SHOWN. OFFICIAL SERIES WINDSHIELD TINT ONLY ON WINDSHIELD. SERIES CO-SPONSOR DECALS ON FRONT QUARTER PANELS. OFFICIAL DIAGNOSTIC SERVICES SUPPLIER DECAL ON EACH SIDE. CAR NUMBER AND IMSA NOSE DECAL ON NOSE FACING FORWARD.

MANUFACTURER OF AUTOMOBILE CLEARLY DENOTED ON BOTH SIDES OF CAR.

BRIDGESTONE SUPERCAR CHAMPIONSHIP



CAR NUMBER, SERIES DECALS, IMSA I.D. ONLY, ON DOORS AS SHOWN. OFFICIAL SERIES WINDSHIELD TINT ONLY ON WINDSHIELD. CAR NUMBER AND IMSA NOSE DECAL ON NOSE FACING FORWARD.

14. EQUIVALENCES FORMULAE/MISCELLANEOUS

1 inch = 2.54 cm. = 25.4 mm.

1 millimeter = 0.1 cm. = 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 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 = 0.60934 kilometers per hour.

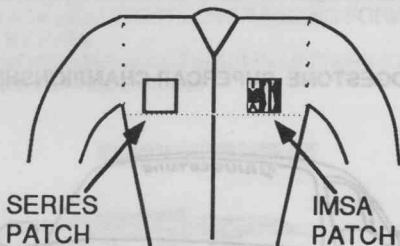
1 kilometer per hour = 1.62137 miles per hour

Cylinder volume (displacement) = $\frac{3.1416 \times \text{bore}^2 \times \text{stroke}}{4}$

Engine displacement = Cylinder volume times number of cylinders

Weight of gasoline = 6.2 lbs./gallon

Average Speed Formula = $\frac{3600 \times \text{length of track} \times \text{no. of laps}}{\text{Total of time in seconds}}$



IMSA RADIO FREQUENCIES

<u>Channel</u>		<u>RX - Freq.</u>	<u>TX - Freq.</u>
Repeater	1	461.625	466.625
	2	461.625	461.625
Repeater	3	462.025	467.025
	4	462.025	462.025
	5	464.500	464.500
	6	464.550	464.550

Competitors should not use these IMSA operational frequencies.

EXON

**WORLD SPORTS CAR™
CHAMPIONSHIP**

**EXON
SUPREME GT**



BRIDGESTONE
MOTORSPORT

SUPERCAR CHAMPIONSHIP

Barber SAAB
Pro Series