

2001 SPORTS CAR CODE



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FORWARD

For all participants, the Code of Professional Sports Car Racing, Inc. (SPORTS CAR) establishes the foundation for the organization and conduct of all SPORTS CAR sanctioned events. The SPORTS CAR Code takes effect immediately upon publication.

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

As SPORTS CAR looks toward the future, we rededicate our commitment to the highest standard of motorsports competition. Every SPORTS CAR member is obligated to read and familiarize themselves with this Code, which is our guide to conducting promotable, rewarding and enjoyable events.

SPORTS CAR wishes all of you the best for a safe and successful season in 2001.

H. Doug Robinson

Managing Director

PREFACE

To enhance the safety of participants and spectators at SPORTS CAR sanctioned automobile races and to provide for the orderly conduct of events require adherence to these rules, the SPORTS CAR Code, hereinafter set forth. All SPORTS CAR license holders and members agree to comply with these SPORTS CAR Rules, as they may be amended from time to time, which rules, as interpreted by SPORTS CAR, govern the conduct and organization of all SPORTS CAR sanctioned events. The 2001 SPORTS CAR Code supersedes all previous editions of the SPORTS CAR Code as well as all amendments thereto, and shall remain in force and effect except as provided herein, until superseded by publication of the next edition of the SPORTS CAR Code.

It is ultimately the obligation of each participant to insure that his/her conduct and equipment comply with all applicable SPORTS CAR 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 SPORTS CAR's goal of close competition, it may be necessary for SPORTS CAR 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.

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**SPORTS CAR CODE
2001**

GENERAL REGULATIONS

ARTICLE 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.

1.2 NATIONAL CONTROL

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

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

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

Championship Auto Racing Teams, Inc. (CART)
Grand American Road Racing Association (GRAND-AM)
Indy Racing League (IRL)
National Association for Stock Car Auto Racing, Inc. (NASCAR)
National Hot Rod Association, Inc. (NHRA)
Professional Sports Car Racing, Inc. (SPORTS CAR)
Sports Car Club of America, Inc. (SCCA), and
United States Auto Club, Inc. (USAC)

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

1.3 SPORTS CAR CONTROL

1.3.1 Professional Sports Car Racing, Inc. (SPORTS CAR) has established these rules (the SPORTS CAR Code), which govern the organization and conduct of SPORTS CAR-sanctioned events, the standards for eligibility and conduct of competitors and officials, the regulations for eligibility and preparation of automobiles, and the rules for any annual SPORTS CAR series of events.

- 1.3.2 The SPORTS CAR 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 SPORTS CAR, whether or not they may be listed on the FIA Calendar.
- 1.3.3 All SPORTS CAR members and all SPORTS CAR credential holders are bound by the SPORTS CAR Code and must abide by its provisions.
- 1.3.4 SPORTS CAR may amend the SPORTS CAR Code from time to time by publishing a notice of amendment in a SPORTS CAR bulletin mailed to SPORTS CAR competitors, or posted on the SPORTS CAR internet site (www.professionalsportscar.com), and an amendment shall become effective upon the date of such mailing or posting, unless otherwise provided in the notice of amendment.
- 1.3.5 Except as provided for in these regulations, other verbal and/or written communication from SPORTS CAR shall not constitute an amendment to the SPORTS CAR Code. SPORTS CAR may issue an addendum to the SPORTS CAR Code in the same fashion as an amendment providing additional information and/or correcting previous errors and it shall become effective immediately upon publication.
- 1.3.6 **ACKNOWLEDGEMENT OF RULES**
Every Driver, Entrant, Official, Promoter or other participant in a SPORTS CAR-sanctioned event, and every person who is issued a SPORTS CAR credential agrees without reservation to conduct him/herself in accordance with the SPORTS CAR Code. If there is a disagreement or dispute regarding the meaning or application of the SPORTS CAR Code, the interpretation and application by SPORTS CAR officials shall prevail. Determinations by SPORTS CAR officials applying or interpreting the SPORTS CAR Code shall be final and non-appealable except as provided in Articles 9 and 10. 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 SPORTS CAR MEMBERS AND CREDENTIAL HOLDERS EXPRESSLY AGREE THAT DETERMINATIONS BY SPORTS CAR 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 SPORTS CAR OR ANYONE ACTING ON BEHALF OF SPORTS CAR, TO REVERSE, OR MODIFY SUCH DETERMINATION OR TO SEEK TO RECOVER DAMAGES OR OTHER RELIEF ALLEGEDLY INCURRED OR REQUIRED AS A RESULT OF SUCH DETERMINATION. IF A MEMBER OR CREDENTIAL HOLDER INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER OR CREDENTIAL HOLDER AGREES TO REIMBURSE SPORTS CAR FOR THE COST OF SUCH LITIGATION, INCLUDING ATTORNEYS' FEES.

ARTICLE 2 DEFINITIONS AND TERMS

Standard nomenclature will be used wherever possible in SPORTS CAR activities.

- 2.1 **SPORTS CAR**
Professional Sports Car Racing, Inc., 14175 Icot Boulevard, Suite #300, Clearwater, Florida 33760, a national sanctioning organization formed to promote motor sports; to organize, sanction, supervise and conduct motor sports events; to promote uniform rules and safety standards; to collect and disseminate information relating to motor sports; to supervise and grant affiliation to other organizations with similar purposes, and to cooperate with such organizations; and to undertake any other activities to advance motor sports.

- 2.2 **SPORTS CAR CODE**
The rules and regulations governing the sanctioning and conduct of SPORTS CAR-sanctioned events.
- 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 SPORTS CAR-sanctioned competitions.
- 2.5 **SANCTION (ORGANIZING PERMIT)**
The documentary authority granted by SPORTS CAR 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, pit man, or actual official of the race, announcer, ambulance crew, tow truck or push car crew and pit gate worker or all other persons being assigned pit passes duly and officially issued by SPORTS CAR, provided all such other persons are limited to those who have clearly defined duties allotted to them.
- 2.10 **WEIGHTS AND MEASURES**
Standards for weights and measures shall be as specified in Article 13.

ARTICLE 3 MEMBERSHIP/CREDENTIALS

- 3.1 **SPORTS CAR MEMBERS**
SPORTS CAR members are independent contractors who assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due or payable on any funds SPORTS CAR members may receive as a result of their participation in SPORTS CAR-sanctioned events, including but not limited to Social Security taxes, unemployment insurance taxes, compensation insurance, income taxes and withholding taxes.
- 3.2 **APPLICATION FORMS**
Application forms for a SPORTS CAR membership and/or credential may be obtained from SPORTS CAR headquarters or downloaded from www.professionalsportscar.com. SPORTS CAR is solely responsible for issuing such memberships and credentials. Membership and/or credential application forms must be fully executed, signed by the applicant and accompanied by the requisite funds. The mere acceptance of a SPORTS CAR membership and/or credential application form and fee by a SPORTS CAR official does not constitute the issuance of or approval by SPORTS CAR of such application. Applicants will be advised in writing by SPORTS CAR headquarters whether their application for SPORTS CAR membership and/or credential has been approved.

- 3.3 **SPORTS CAR ANNUAL CREDENTIAL**
SPORTS CAR annual credentials are available for Entrants, Drivers, Corporate, Promoters, Teams, Media, Officials and VIPs.
- 3.4 **EVENT CREDENTIAL**
Event credentials are required for pit access if you do not hold a SPORTS CAR annual credential.
- 3.5 **SPORTS CAR CONDUCT**
SPORTS CAR is dedicated to the highest standards of safety and sportsmanlike conduct and all members and/or credential 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 SPORTS CAR Code or which are detrimental to auto racing, SPORTS CAR, its promoters, sponsors, participants or fans, may result in the imposition of penalties.

ARTICLE 4 EVENTS

- 4.1 **ORGANIZATION**
SPORTS CAR events may be organized by:
- 4.1.1 **SPORTS CAR.**
- 4.1.2 **An affiliated organization of SPORTS CAR.**
- 4.1.3 **Other organizations or promoters approved by SPORTS CAR.**
- 4.2 **APPROVAL**
The name, service mark or emblem of SPORTS CAR may be associated only with activities and events that have been sanctioned or approved by SPORTS CAR.
- 4.3 **SANCTIONS**
Every speed event with which SPORTS CAR's name, service mark or emblem is associated must be formally sanctioned by SPORTS CAR.
- 4.4 **SUPPLEMENTARY REGULATIONS (SR)**
Define for all participants the specific conditions for an event. SR usually is combined with entry forms sent to competitors and officials. Since SR accommodate local conditions, they may occasionally appear to contradict a provision of the SPORTS CAR Code; in such a case, the SR take precedence over the SPORTS CAR Code.
- Normally, the SR contain this information:
- 4.4.1 **Name, location, dates, nature and classification of the event.**
- 4.4.2 **SPORTS CAR sanction and announcement, "Held under the SPORTS CAR Code."**
- 4.4.3 **Name and address of the promoter/organizer.**
- 4.4.4 **Schedule and location of all activities and competitions, classes of automobiles eligible, etc.**
- 4.4.5 **Entry deadline, fees and, if prior restrictions apply, the number of entries to be accepted and started in each competition.**
- 4.4.6 **Schedule of awards and prizes.**

4.4.7 Other necessary information. Although no changes will ordinarily be made in the SR after the entry deadline, SPORTS CAR 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.

4.4.8 Uniform "Standing" Supplementary Regulations under which all of the events in a SPORTS CAR-sanctioned series are held are covered in Article 12.

4.5 INSURANCE REGULATIONS AND STANDARDS

4.5.1 MINIMUM LIMITS

SPORTS CAR requires that the promoter/organizer of a SPORTS CAR-sanctioned event obtain proper liability and participant accident insurance in the following minimum limits:

- a. EVENT LIABILITY
\$5,000,000 Combined Single Limit
- b. PARTICIPANT ACCIDENT

Accidental Death and Dismemberment	\$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.

4.5.2 APPROVAL

Event liability insurance for SPORTS CAR-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 SPORTS CAR insurance program; otherwise the insurance policies must be submitted to SPORTS CAR for approval prior to the granting of SPORTS CAR sanction. Promoters must also provide evidence of such insurance coverage to the Race Director. Participant accident insurance coverage must be secured under the SPORTS CAR insurance program without exception.

4.5.3 EXCESS MEDICAL BENEFITS

SPORTS CAR has secured an excess medical insurance policy which provides up to \$500,000 in benefits (\$50,000 deductible) only to credentialed SPORTS CAR members while they are taking part in SPORTS CAR-sanctioned race events only. Coverage applies excess over any other available insurance. Benefits under the policy are payable for a period of three years from date of accident.

4.5.4 RELEASES

Every competitor, official, worker, mechanic and other individual who is assigned a pit pass or other such credential permitting access to the racing circuit must

first sign a Release and Indemnity Agreement as provided at official SPORTS CAR Registration and/or on the SPORTS CAR credential 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.

4.6 POSTPONEMENT, ABANDONMENT, CANCELLATION, PERFORMANCE GUARANTEES

If an event is cancelled 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 a SPORTS CAR-sanctioned event is bound to hold the event in accordance with the SPORTS CAR 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, SPORTS CAR may impose penalties. Nothing in this paragraph shall be construed to limit or otherwise affect any right of action by SPORTS CAR for breach of contract.

4.7 CLASSIFICATION

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

4.8 COURSE

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

4.8.1 SPORTS CAR may:

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

4.8.2 COURSE MEASUREMENT

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

4.9 TIMING, SCORING, STARTS, FINISHES, RESULTS

SPORTS CAR may require each car to be fitted with a scoring transponder 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 transponder must not be tampered with nor transferred to another car unless specifically approved by SPORTS CAR.

Loss or damage to the transponder while in the possession of the Entrant will result in an automatic fine to the Entrant in an amount determined by SPORTS CAR. This fine may be deducted by SPORTS CAR from prize money owed to the Entrant. In the case of loss or damage to an Entrant-owned transponder, the Entrant may have to purchase a new transponder in order to continue participation in the event/series.

4.10 STARTS

There are two types of starts:

- 4.10.1 For special events such as hillclimbs and record attempts; the standing start where cars are stationary at the moment the starting signal is given; and
- 4.10.2 Otherwise; 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.

4.11 STARTING LINE

The starting line is the point on the course where timing and/or scoring begins, unless otherwise stated in the event SR.

4.12 STARTING POSITIONS

- 4.12.1 Cars will be placed in the starting lineup in order of their speed potential with the fastest to the front of the field.
- 4.12.2 SPORTS CAR may require that cars achieve a minimum qualifying time in order to be eligible to start the race. SPORTS CAR may restrict the number of starters if a race is oversubscribed.
- 4.12.3 A car must be qualified by a Driver officially entered to drive that car.
- 4.12.4 For events where starting positions for the feature races are determined by heat races, pole position goes to the winner of the fastest heat. In case weather or other unforeseen events create inequitable conditions in separate qualifying sessions for the same type of car for a race, the Race Director may elect to place all cars in the first session in one row and all cars in the second session in the other row, with the fastest session on the pole row.
- 4.12.5 In case weather or other unforeseen events in separate qualifying sessions for different classes of cars which will be competing in a combined-class race lead to a condition where normally more powerful classes of cars have had substantially less favorable conditions under which to qualify, the Race Director may adjust starting positions to compensate for the abnormal circumstances.
- 4.12.6 Otherwise, pole position goes to the fastest qualifier. The pole is defined as the front row, inside position with respect to the first turn past the starting line.

- 4.12.7 If two cars achieve the same qualifying time, the car which sets the time earliest in his/her qualifying session shall be gridded first.
- 4.12.8 In the interest of safety or at the discretion of the Race Director, a competitor who is unable to qualify in his/her session but can meet qualifying requirements, may be placed on the grid behind other automobiles of his/her division or at the rear of the grid.
- 4.12.9 If official qualifying does not occur, or is interrupted at an early stage and is not resumed, the Race Director may establish the starting grid by other means. In this case, championship points for the pole, awards and official qualifying records will not be awarded, nor will they factor into the awards based on the pole position. Pole bonuses and/or awards may or may not be paid at SPORTS CAR's discretion.

4.13 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 and on all temporary circuits. Any car unable to start the pace lap in its assigned position may be held in the pits, and then required to join at the back of the field. 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 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. The race officially begins when the first car crosses the starting line after completion of the scheduled pace lap(s).

Cars unable to make the pace lap(s) or who present themselves too late to safely rejoin the starting field may be started from pit lane with the permission of the Race Director after the field has passed pit-out on the first scored lap.

4.14 TIMING AND SCORING

- 4.14.1 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.
- 4.14.2 For a rolling start, the timing and scoring commences when the leading car crosses the starting line after completion of the scheduled pace lap(s).
- 4.14.3 First and subsequent laps are timed and scored when each car crosses the control line at the timing and scoring station unless a different procedure is prescribed by the SR.
- 4.14.4 All starting cars will be credited with a finishing position whether or not they are running when the checkered flag is given.

4.15 CONTROL LINE

An automobile crosses a control line at the instant the leading edge of its bodywork passes over that line, or at the instant the automatic timing apparatus is operated.

4.16 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 4.13.

4.17 FALSE START

A false start occurs when a Driver moves forward from the position assigned to him/her by the Starter before the starting signal (or a restart signal after a caution period) is given. The Race Director may assess a penalty for a false start.

4.18 RESTART (Also see Article 6.3.8)

4.18.1 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 the order passing the scoring line at the time the competition was halted, or as otherwise prescribed in the SR.

4.18.2 Pace laps on the restart will not be scored.

4.18.3 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.

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

4.19 MINIMUM DURATION

If a competition is stopped at less than 50% of its scheduled time or distance and is not restarted, it will be considered incomplete, and organizers will not be obligated to distribute awards. If 50% or more has been run, SPORTS CAR may call the competition complete and direct the distribution of awards.

4.20 TIES

In case of a tie (dead heat), the competitors concerned will share equally the sum of the prizes, championship points, and other awards allotted for their positions.

4.21 WINNER

4.21.1 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).

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

4.21.3 In competitions of a timed length, the checkered flag will be given first to the leading car as it crosses the finish line at or after the expiration of the specified duration, then to the other finishers as they cross the finish line (see also Article 6.3.4.1).

4.21.4 If the leading car is not running at the expiration of the time limit, the checkered flag will be given to the next highest running car in the same manner.

4.22 INADVERTENT OR DELAYED CHECKERED FLAG

4.22.1 Should the checkered flag be 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.

4.22.2 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 had been given to the leader.

4.23 NO START

If the starter waves off the scheduled start of a race, he/she will display no flag. Normally, he/she will also shake his/her 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.

4.24 AWARDS

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

4.25 OFFICIAL RESULTS

Following a competition, the Official Results will be those issued from the SPORTS CAR office and/or published and they may only be amended to correct typographical errors or as otherwise provided in these rules. SPORTS CAR will authorize payment of awards only after the results of a competition are audited and published in final form. The Official Results will be labeled as "Provisional" until all audits of timing and scoring results and drivers logs have been completed and any outstanding protests or appeals have been concluded.

4.26 PAYMENT

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

4.27 DRIVER LOGS

Prior to awarding championship points, SPORTS CAR will require Entrants to submit a signed SPORTS CAR driver log within thirty (30) minutes of the conclusion of a competition which states the amount of time or number of laps completed by each Driver in the car.

ARTICLE 5 CREDENTIALS

- 5.1 Every SPORTS CAR member who desires to participate in a SPORTS CARsanctioned event as a driver, entrant, crew member, SPORTS CAR official, sponsor or industry representative must apply for, receive and possess a current SPORTS CAR credential. Employees of SPORTS CAR shall also hold SPORTS CAR credentials and be afforded all rights and benefits.
- 5.2 Credentials are in effect as of the date of issue and are on a calendar year basis beginning January 1 and expiring December 31 of that year unless otherwise noted. SPORTS CAR issues several types of competition credentials, including but not limited to Drivers' and Entrants' credentials.
- 5.3 SPORTS CAR DRIVER'S CREDENTIAL
- 5.3.1 Every person who drives a car in a SPORTS CAR-sanctioned event shall possess a current SPORTS CAR competition driver credential. Competition driver credential holder minimum age is 16 years old.
- 5.3.2 SPORTS CAR drivers holding current SPORTS CAR competition credentials must have a current (issued within 6 months of the date of the application for the credential) completed SPORTS CAR medical examination form.
- 5.3.3 SPORTS CAR competition driver credentials 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 must secure and provide written documentation of permission from their home competition club.
- 5.3.4 SPORTS CAR provisional competition driver credentials may be issued to drivers with proof of prior experience and/or suitable schooling. Provisional driver credential holders may not compete in FIA-listed events. Provisional driver credential holders are not eligible for FIA licenses. Provisional driver credential holders may be upgraded, at SPORTS CAR's discretion, upon request of the credential holder, following suitable experience. Normally, the provisional credential holder will be observed for a minimum of three races.
- 5.3.5 Drivers with provisional driver credentials must contact the Race Director via SPORTS CAR officials in pit lane each time they intend to drive a car in practice, qualifying or a race.
- 5.3.6 "Prototype" Category "LM"P and "LM"GTP driver credentials may be issued to drivers with suitable experience. One criterion is an FIA Grade B or better license.
- 5.4 SPORTS CAR ENTRANT'S CREDENTIAL
- 5.4.1 A SPORTS CAR Entrant's credential is required for "American Le Mans Series" entrants. A current SPORTS CAR entrant's credential is required for the listing of sponsor names on official SPORTS CAR entry and results publications, as

well as for taking certain actions under the SPORTS CAR Code (see Articles 9 and 10).

5.4.2 ENTRANT'S REPRESENTATIVE

When the Official Entrant of a car cannot be present at an event or is otherwise unavailable, he/she shall designate a member of the race team to be the Entrant's Representative in regards to all actions which SPORTS CAR may take under Articles 8, 9 and 10 of the SPORTS CAR Code. The Entrant's Representative shall make him/herself known to the SPORTS CAR Officials and shall have no implied or expressed authority under the SPORTS CAR Code except the authority to give notice of the Entrant's intention to appeal under Article 10.

5.5 FIA LICENSE

Every person who drives a car in a FIA-listed race shall possess a current FIA Driver License regardless of other licensing. Every car entered in a FIA-listed race must be entered by someone who possesses a current FIA Entrant License regardless of other licensing.

5.6 ENTRIES

5.6.1 An entry submitted and accepted by SPORTS CAR for a SPORTS CAR-sanctioned event constitutes a contract binding the Entrant to take part in the event, either with the Driver(s) designated or with SPORTS CAR-approved substitute Driver(s), unless the Entrant is excused from competing by SPORTS CAR. Except as provided in Articles 5.7 and 5.9 below, the entry fee is non-refundable.

5.6.2 A car must be entered by the holder of a current SPORTS CAR entrant credential.

5.6.3 After the close of registration, Driver substitution(s) are subject to the approval of the Race Director or Stewards' Committee.

5.7 ACCEPTANCE AND REFUSAL

SPORTS CAR 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. SPORTS CAR is not obligated to give any reason for such a refusal. An Entrant whose entry is refused by SPORTS CAR shall be promptly informed of that fact by SPORTS CAR and the entry fee shall be returned.

5.8 FALSIFICATION

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

5.9 WITHDRAWAL

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

5.10 CONDUCT

5.10.1 Every Entrant and Driver at a SPORTS CAR-sanctioned event is expected to conduct him/herself in a manner which will enhance the good name of motor sports and SPORTS CAR. Failure to do so may be considered to be a breach of these rules.

5.10.2 Failure to obey the direction of a SPORTS CAR official will be considered to be a breach of these rules.

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

5.11 RESPONSIBILITY

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

5.12 ALCOHOL AND CONTROLLED SUBSTANCES

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

5.13 MEDICAL RESPONSIBILITY OF PARTICIPANTS

5.13.1 It shall be the personal responsibility of all participants, including Drivers, to refrain from taking part in any SPORTS CAR-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/she may require.

5.13.2 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 SPORTS CAR 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 SPORTS CAR event.

5.13.3 SPORTS CAR or the Race Director may require an injured Driver to be approved by a physician appointed by SPORTS CAR prior to issuance of a SPORTS CAR credential or before competing. The appointed physician may discuss the results of this examination with SPORTS CAR officials, who in turn may publicly disclose these results, and the Driver waives without reservation any claim to doctor-patient confidentiality in this regard.

5.14 SAFETY EQUIPMENT

Drivers must equip themselves with the following safety equipment while taking part in a SPORTS CAR competition:

- a. Safety helmet of recognized high quality. It is required that helmets meet the latest specifications and bear the seal of approval of the Snell Foundation 1995 SA (no Motorcycle [MA] helmets) or newer. Driver's name should be labeled on the 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.
- f. Hood or face mask of fire-resistant material to cover facial hair or hair protruding from helmet.

5.15 ADVERTISING, PROMOTION, CONTINGENT AWARDS

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

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

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

5.15.4 SPORTS CAR 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 SPORTS CAR members agree to accept SPORTS CAR's decision in this regard.



SPORTS CAR CODE

2001

SPORTING REGULATIONS

ARTICLE 6 RACING RULES

6.1 PASSING

It is the responsibility of both the overtaking and overtaken drivers to assure safe passing at racing speeds. A car traveling alone may use the full width of the track. Passing may be either right or left depending on the conditions of the moment.

6.2 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. SPORTS CAR 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. SPORTS CAR will impose a speed limit of 60 kilometers/hour in pit lane.

6.3 FLAG SIGNALS

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

6.3.1 GREEN FLAG

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

6.3.2 BLUE FLAG

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

6.3.2.2 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 is obviously unaware of the following car, or is clearly obstructing another car.

6.3.3 YELLOW FLAG

6.3.3.1 Motionless: Danger, no passing, slow down. Motionless yellow flag is generally used to advise of an obvious danger or to forewarn of a more serious danger ahead. Drivers should stop racing until they are past the danger zone.

6.3.3.2 Waved: Extreme danger, no passing, slow down, be prepared to stop. Waved yellow flag may mean imminent and serious danger such as a partial track blockage, fire on or near the track, or a crowd control hazard.

6.3.3.3 Double stationary yellow flag: Safety car.

6.3.4 WHITE FLAG

6.3.4.1 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 the elapsed time or distance. The Official Starter will also normally hold up one finger at this time.

6.3.4.2 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.

6.3.5 YELLOW FLAG WITH VERTICAL RED STRIPES

Slippery surface and/or debris on course.

6.3.6 BLACK FLAG

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

6.3.6.2 Waved: Stop in the pits for a consultation next lap. This flag is usually displayed along with the number of the car concerned for infraction of rules of the circuit or act of poor sportsmanship.

6.3.6.3 If a competitor should fail to obey the black flag after it has been displayed to him/her on four consecutive laps, the Race Director will instruct the Timekeeper to stop timing and scoring the car (see also Article 6.3.10).

6.3.7 BLACK FLAG WITH ORANGE DISK

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

6.3.8 RED FLAG (see also Article 4.18)

6.3.8.1 The race is stopped.

6.3.8.2 This flag is used exclusively at the discretion of the Race Director to stop the race and displayed exclusively by the Official Starter. All other corner stations shall display a black flag.

6.3.8.3 When the red flag 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.

6.3.8.4 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.

6.3.9 BLACK AND WHITE CHECKERED FLAG

End of a session or end of a race. Return to the pits at reduced speed and stop at the pits.

6.3.10 BLACK FLAG ALL

6.3.10.1 Interruption of practice or qualifying session. Return to the pits at reduced speed and do not overtake any other car during your slow lap back to the pits. Expect session to be resumed when temporary difficulty is corrected.

6.3.10.2 The Official Starter will display a stationary black flag, all corner stations shall display a stationary black flag, a waving yellow flag will be displayed at and/or leading up to the scene of the incident.

6.3.11 SAFETY CAR

6.3.11.1 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 two stationary yellow flags. 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.

6.3.11.2 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/she is waved by specifically.

6.3.11.3 Competitors may enter the pits while the safety car is on course, but they may not re-enter 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.

6.3.11.4 The safety car will pace the field for a minimum of two laps.

6.3.11.5 The Race Director will instruct the safety car to extinguish its safety lights to indicate that the end of safety car intervention is about to occur. The safety car will exit the course at the entrance to pit lane.

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

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

6.3.12 RAPID RESPONSE MEDICAL VEHICLE (R.R.M.V.)

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

6.4 RULES WHEN AWAY FROM THE PITS

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

6.5 RULES OF THE GRIDS AND PITS

6.5.1 UNIFORMS

Crew members shall wear clean uniforms or other appropriate and safe attire at all times during practice, qualifying and the race in order to present the best possible appearance to the public. Tank tops, shorts and similar attire will not be permitted. Whenever Prototypes and/or GT cars are being refueled in pit lane during practice, the refueler must wear fire-resistant clothing, including gloves and balaclava or helmet with face shield and goggles. During a race, if 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. Industry support people must have clearly marked fire-resistant clothing and be clearly identified as non-team members.

6.5.2 FUELING

All fueling in the pit lane during a race must be done using SPORTS CAR approved gravity fed fueling rigs. Refer to the Supplementary Regulations for the individual series for specific refueling regulations.

6.5.3 OTHER EQUIPMENT

6.5.3.1 General: Compressed air tanks, air lines, hoses, fuel barrels, refueling equipment, tools, spare parts, spare body panels and any other equipment or materials stored in the pits must be situated behind the pit wall and may not block or infringe upon fire lanes or other designated safety zones.

6.5.3.2 Carts: Motorized carts and similar 3- or 4-wheeled vehicles may not be driven into pit lane. Use of such vehicles in the paddock/garage areas must be for legitimate purposes only. Excessive speeds in these areas will not be tolerated. Participants may be required to abide by state regulations regarding the licensing and use of these vehicles. Such vehicles may be prohibited at certain events by local ordinance.

6.5.3.3 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.

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

6.5.3.5 Face Masks: It is recommended that crew members changing tires wear protective face masks to prevent inhalation of certain materials.

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

6.5.4 PIT LANE REGULATIONS

6.5.4.1 A maximum of two (2) people per car will be permitted at the wall which separates pit lane from the track depending on the layout and track regulations. The Race director may further limit this number. Crossing pit lane must be done under a pit marshal's supervision during a race and should be kept to a minimum at all other times. Just before the start of the race, until all cars have passed the pits on the first green flag lap, no one except authorized Officials and fire marshals may be at the signaling wall.

6.5.4.2 During a race one (1) person may go over the pit wall just prior to a scheduled pit stop to signal the race car to its pit. This person may talk to the Driver or crew members, but is not allowed to perform any other function. 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 (5) team members are permitted over the pit wall to perform service on the car. Not counted in this total are:

- a. A Driver seated in the car.
- b. A Driver entering or leaving the car.
- c. Industry representatives examining a car's equipment, tires or other components.
- d. 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/she performs any work on the car.)

6.5.4.3 Whenever a team member is working under a car in pit lane, jack stands or safety supports must be in place under the automobile.

6.5.4.4 Before leaving its assigned pit box, the race car must be completely free of all hoses, tools, etc. At no time may a car be driven over its own air 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.

6.5.4.5 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.

6.5.5 PIT TRAFFIC

6.5.5.1 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/her assigned pit must either complete another lap or he/she may be pushed by his/her crew to his/her pit in reverse direction.

6.5.5.2 A car may be pushed in the pits by its Driver, its crew or by officials.

6.5.6 REMOVAL FROM PITS

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

6.5.7 GRIDDING OF AUTOMOBILES

All automobiles must be gridded 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; it must not attempt to regain its original starting position. The running of engines during pre-race ceremonies will not be permitted.

6.5.8 OVAL TRACK PROCEDURES

These procedures will be used when SPORTS CAR classifies a race as an oval race on the SR.

6.5.8.1 OVAL TRACK YELLOW FLAGS/LIGHTS

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

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

6.5.8.2 OVAL TRACK 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.

6.5.8.3 OVAL TRACK RESTARTS AFTER A CAUTION

Safety car will extinguish its lights and exit the circuit. Leader will gradually bring the field back up to speed in anticipation of a restart. When the green flag is displayed, all yellows will be immediately withdrawn and racing may resume.

6.5.9 SOUND ENFORCEMENT

6.5.9.1 It is the responsibility of the Entrant to ensure that his/her car meets the current SPORTS CAR sound regulations as published in the event Supplementary Regulations. SPORTS CAR may, at its discretion, monitor sound levels or have others monitor sound levels, and will employ enforcement as needed.

6.5.9.2 Local sound regulations beyond SPORTS CAR control may require additional procedures or penalties for noncompliance. SPORTS CAR reserves the right to modify this procedure at any time.

ARTICLE 7 OFFICIALS

The officials responsible for conducting a SPORTS CAR event are organized as follows:

RACE DIRECTOR
STEWARDS
OPERATING STEWARD/CLERK OF THE COURSE
CHIEF COMMUNICATOR
TECHNICAL DIRECTOR
CHIEF STARTER
FLAG MARSHALS
COMMUNICATION MARSHAL
CHIEF REGISTRAR
CHIEF PIT/PADDOCK MARSHAL
CHIEF TIMEKEEPER
RAPID RESPONSE TEAM
MEDICAL DIRECTOR
SAFETY CAR TEAM
SAFETY COORDINATOR

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

7.1 SUPERVISION

In addition to these officials, SPORTS CAR 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 SPORTS CAR. Other officials are appointed subject to approval of SPORTS CAR.

7.3 CONDUCT

Every official is expected to conduct him/herself in a manner which will reflect credit on the sport of automobile racing and on SPORTS CAR. SPORTS CAR may remove an official's appointment and may penalize him/her if he/she fails to conduct him/herself properly.

7.4 SEPARATION AND PLURALITY OF DUTIES

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

7.5 RACE DIRECTOR

- 7.5.1 The Race Director is the chief executive at an event and is responsible directly to SPORTS CAR for the conduct of the event. Accordingly, he/she has the duty and authority to:
- 7.5.2 Keep order in cooperation with civil authorities responsible for public safety.
- 7.5.3 Execute the program of competitions and other activities punctually by directing the drivers and their cars, officials and their assistants and other participants.
- 7.5.4 Prevent ineligible cars and drivers from taking part.
- 7.5.5 Order inspection of any car in order to verify its eligibility.
- 7.5.6 Authorize changes of cars or drivers.
- 7.5.7 Settle protests and disputes.
- 7.5.8 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/her control.
- 7.5.9 Assess penalties in accordance with the SPORTS CAR Code.
- 7.5.10 Replace any official not able to perform his/her duties.
- 7.5.11 Supervise the distribution of awards to eligible competitors.
- 7.5.12 Compile a report on all aspects of the event as requested by SPORTS CAR.
- 7.5.13 Assign certain responsibilities and/or authorities to the Stewards or other SPORTS CAR officials.
- 7.5.14 Also serve as Operating Steward/Clerk of the Course in certain cases.
- 7.6 OPERATING STEWARD/STEWARDS
- 7.6.1 Operating Steward: The Operating Steward normally acts as the clerk of the course for SPORTS CAR events. Duties described in Article 7.5 may be delegated by the Race Director to the Operating Steward.
- 7.6.2 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 Stewards are to:
- 7.6.2.1 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 penalties.

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

7.7 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.

7.8 TIMEKEEPER (TIMER AND SCORER)

The Timekeeper and his/her staff are responsible for the accurate timing and scoring of the event. They prepare the official results, maintain official qualifying times for competing automobiles and furnish timing and scoring information requested by the Race Director.

7.9 TECHNICAL DIRECTOR (SCRUTINEER)

The Technical Director is responsible for checking all competing cars for safety and eligibility. The Technical Director and his/her assistants will conduct inspections at the Race Director's request, and will report any cars which he/she finds are unsafe or ineligible.

7.10 FLAG MARSHAL

The Flag Marshal is responsible for recruiting, training and assignment of race control personnel at corner stations.

7.11 COMMUNICATIONS MARSHAL

The Communications Marshal is responsible for the operation of the system used for transmitting and receiving information between central control and the corner stations.

7.12 COURSE MARSHAL

The course marshal is responsible for final preparation and maintenance of the racing circuit, and other related duties assigned by the Race Director.

7.13 MEDICAL DIRECTOR

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

7.14 OTHER OFFICIALS

SPORTS CAR may establish such other officials as it deems appropriate.

ARTICLE 8 PENALTIES

8.1 Any driver, entrant, official or other participant who a.) violates the code or the SR of an event, b.) attempts to bribe anyone connected with a SPORTS CAR event or activity, or c.) is party to a fraud or other act prejudicial to SPORTS CAR or to the interests of any competitor or to the interests of Motorsports generally may be penalized according to the nature of the offense by SPORTS CAR or the Race Director of an event. Drivers may be penalized for technical and other violations committed by their Entrant.

- 8.2 SPORTS CAR shall have the right to publish notice that it has imposed a penalty and the reasons therefore, and a person or body referred to in such notice shall have no right to act against SPORTS CAR or the person publishing the notice.
- 8.3 RANGE OF PENALTIES
Penalties which may be imposed, in order of their severity, are:
- 8.3.1 Probation.
- 8.3.2 Fine.
- 8.3.3 Time/Lap.
- 8.3.4 Loss of race points.
- 8.3.5 Disqualification.
- 8.3.6 Suspension.
- 8.3.7 Loss of accrued points.
- 8.3.8 Expulsion.
- 8.3.9 More than one penalty may be imposed for the same offense.
- 8.4 PROBATION
The Race Director or SPORTS CAR may impose a definite or indefinite period of probation.
- 8.5 FINE
- 8.5.1 A fine of up to \$50,000 may be imposed. 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: Professional Sports Car Racing, Inc., 14175 Icot Boulevard, Suite 300, Clearwater, Florida 33760.
- 8.5.2 SPORTS CAR may withhold prize monies owed to entrants responsible for outstanding fines, until such time as fines are paid in full.
- 8.6 TIME/LAP
A lap penalty during or after a competition, or time penalty during a competition by calling a car into the pits and/or by holding a car already in the pits may be imposed.
- 8.7 LOSS OF RACE POINTS
Loss of championship driver, team and/or manufacturer points may be imposed.
- 8.8 DISQUALIFICATION
A driver, an entrant or an automobile may be disqualified from competition, in which case his/her rights to any award in the competition are forfeited, and the official results will advance the next competitors accordingly.

8.9 SUSPENSION

A member's privilege to take part in competition may be suspended for a definite or indefinite period.

8.10 LOSS OF ACCRUED POINTS

Loss of accrued points earned by a competitor may be imposed.

8.11 EXPULSION

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

8.12 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:

VIOLATION	PENALTY FOR FIRST INFRACTION
Violations of Article 6.5.4 during pit stops as follows:	
More than one person over the pit wall before the car stops	20 seconds
More than the permitted number of people working on the car	20 seconds
More than the permitted number of people over the pit wall	20 seconds
Working under the car during refueling	20 seconds
Working under the car without jack stands	20 seconds
Exiting the pit box 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	20 seconds
Pit lane speed violation	Stop and go
Violations of Article 6.5.2 during refueling in the pits as follows:	
Inoperative or improper deadman valve	60 seconds
Exposed facial hair on the refueler	20 seconds
Goggles not in place on the refueler or visor up	20 seconds
Fire extinguisher bottle not manned properly	20 seconds
Person over pit wall not properly attired	20 seconds
Violation of Article 9.3.4 as follows:	
Refusal to allow inspection of the car or participate in official teardown in a timely manner	Disqualification
Miscellaneous violations as follows:	
Failure to abide by the red flag/red light at pit exit during a race caution period	Being held in the pits for two laps under "green"

8.12.1 The Race Director will assess these standard penalties. Repeat infractions will result in greater or cumulative penalties at the discretion of the Race Director.

8.12.2 This article shall in no way be construed to limit the authority of SPORTS CAR or the Race Director to assess additional or different penalties for these or other violations of the SPORTS CAR Code or SR.

ARTICLE 9 PROTESTS

Only an Entrant taking part in a competition may enter a protest in that competition. He/she must be a current SPORTS CAR member. He/she may protest any irregularity, decision, act or omission of the promoter, official, entrant or driver which he/she considers to be a violation of the SPORTS CAR Code or SR, except he/she may not protest the refusal of an entry or a judgment affecting him/her imposed by SPORTS CAR or 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 \$2,000.00 and signed by the party making the protest.

9.2 TIME LIMITS

9.2.1 Protests must be received by the Race Director or in his absence, his designee within the following time limits:

9.2.1.1 Against the validity of an entry, qualification of an Entrant, Driver or car: Prior to scheduled closing time for Technical Inspection.

9.2.1.2 Against an automobile: Prior to the start of the race.

9.2.1.3 Against handicap or starting position: Immediately upon their announcement.

9.2.1.4 Against a mistake or irregularity during a competition: Thirty (30) minutes after the end of the competition.

9.2.1.5 Against the results of a competition: Thirty (30) minutes after posting of the provisional race results.

9.3 PROTESTS AGAINST CARS

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

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

9.3.3 If the car is found to be in violation of the rules and the protest is allowed, this bond will be returned to the protestor and the protested party will stand all expenses involved in the inspection, and additionally, is subject to penalties assessed by the Race Director.

9.3.4 If an Entrant or Driver of a protested car does not allow inspection under these terms, he/she will be disqualified by the Race Director.

9.4 DISPOSITION OF PROTESTS

The Race Director will, as soon as practicable, either personally hear any parties and witnesses involved in the dispute and/or other evidence, or else he/she may request the Stewards to conduct such a hearing to consider testimony and/or other evidence. The Race Director will dispose of the protest and will advise all parties concerned of his/her decision. If a decision cannot be made immediately, he/she 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

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

9.7 RIGHT OF REVIEW

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

ARTICLE 10 APPEALS

An Entrant or Driver may file a first appeal against a judgment affecting him/her and imposed by the Race Director of an event, provided the appellant first gives notice written of his/her intention to appeal to the Race Director within an hour of the announcement of the first judgment and he/she is a current SPORTS CAR member. The SPORTS CAR Appeal Review Board is responsible for the orderly administration of first appeals.

10.1 EFFECT

Giving notice of intention to appeal will not affect any penalty or judgment being appealed. SPORTS CAR, 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, and accompanied by the appeal fee. First appeals must be received by the Race Director within one hour of the notice of intention to appeal, accompanied by a \$3,000.00 first appeal fee. Notice of Final appeal must be received at SPORTS CAR headquarters in Clearwater, Florida within ten (10) days of the announcement of the first appeal judgment, accompanied by a final appeal fee of \$3,000.00.

10.3 HEARING

10.3.1 First appeals shall be administered by the SPORTS CAR Appeal Review Board. The SPORTS CAR Managing Director shall appoint the Chairman of the Appeal Review Board and two other (unbiased) additional members for the specific appeal to be heard. The Appeal Review Board shall meet at such place and at such time made to administer the appeal during the event if possible.

- 10.3.2 The Board will establish the most appropriate procedure for hearing a particular appeal, and shall inform the parties of the procedure prior to the hearing. In conducting a hearing and deciding an appeal, the Board shall not be bound by technical or formal rules of evidence or procedure, but shall conduct its proceedings in the manner best suited to ascertaining the relevant facts and the merits of the parties' positions. Members may appear in person at hearings before the Board (but not through a representative or attorney).
- 10.3.3 All appeals shall be docketed when received and shall be set for hearing at an appropriate time and place as decided by the Chairman.
- 10.3.4 The Board may summon, either orally or in writing and at its sole discretion, any SPORTS CAR member to testify at a hearing. Any member who is summoned to testify and refuses to appear may be subject to disciplinary action as deemed appropriate by SPORTS CAR.
- 10.3.5 In the event a Board Member is involved in the appeal, the Board Member shall disqualify him/herself from participating as a Board Member on the appeal Board and the remaining Board Members shall select a replacement.
- 10.3.6 A majority of the Members of the Board present must concur to modify any penalty or determine any appeal. If the Board fails to agree on action to be taken on an appeal, the appeal shall be referred to the SPORTS CAR Commissioner (see Article 10.6) for decision.
- 10.3.7 If the Board determines that the proceedings in respect to any appeal have been instituted or continued without reasonable grounds, the cost of such proceedings shall be assessed against the SPORTS CAR member who instituted or continued such proceedings.
- 10.3.8 The appellant may file a final appeal against a judgment affecting him/her imposed by the SPORTS CAR Appeal Review Board within ten (10) days of the announcement.
- 10.3.9 Final appeals shall be administered by the SPORTS CAR Commissioner who shall determine whether a final appeal shall be considered.
- 10.3.10 If the Commissioner decides that a final appeal should be considered, he, in his sole discretion, shall determine and notify the appellant of the procedures. The Commissioner may consider the appeal alone or may name a Final Court of Appeal.
- 10.3.11 The Commissioner may decide the appeal based upon a submitted written appeal alone, or may hold a hearing. If a hearing is held, the Commissioner, in his sole discretion, shall set and notify the appellant of the hearing procedures, provided that the appellant, at its own expense and without representation (unless otherwise allowed by the Commissioner) shall be allowed a reasonable opportunity to present relevant evidence and call witnesses.

10.3.12 The Commissioner shall render a judgement in accordance with Article 10.4 and this judgement shall be final and binding. The Commissioner shall prepare for SPORTS CAR a written report of the judgement.

10.4 APPEAL DISPOSITION AND PUBLICATION

10.4.1 The Appeal Review Board, (or in the case of a final appeal, the Commissioner and/or the appointed Final Court of Appeal) may affirm or reverse a judgment entered by the Race Director (or in the case of a final appeal, the judgment of the Appeal Review Board) including, but not limited to reducing or increasing a previously imposed penalty and/or assessing a new or different penalty and will also determine the disposition of the appeal fee(s).

10.4.2 Any appellate judgment may not order a competition to be rerun.

10.4.3 SPORTS CAR shall have the right, without recourse brought against it or its publisher, to publish any judgment of the Race Director, the Appeal Review Board, the Commissioner or a Final Court of Appeal including publication of the names of the involved parties.

10.5 MALICIOUS APPEALS

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

ARTICLE 11 AUTOMOBILES

SPORTS CAR 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 SPORTS CAR Code as consisting of the bodyshell/chassis unit, and the SPORTS CAR approved engine block or crankcase, neither of which may be replaced during a race. In the case of rotary engines the cylinder block shall consist of the front, intermediate and rear housings. It must have at least four wheels not in a line, two of which must effect the steering and two that effect the propulsion.

11.2 TIRES

11.2.1 SPORTS CAR 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. SPORTS CAR may require a competitor to use the same tires as he/she used in qualifying or restrict the number of tires used during qualifying.

11.2.2 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.

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

11.3 FUEL

- 11.3.1 SPORTS CAR 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 SPORTS CAR 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 SPORTS CAR.
- 11.3.2 In the case of any event where an "Official Fuel" has been named, SPORTS CAR 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. SPORTS CAR reserves the right to check any fuel at any time during a competition.
- 11.3.3 Competitors are responsible for the proper handling, transportation and security of their fuel from the time it is dispensed to them and for the proper disposal of unused fuel and/or fuel drums afterwards.
- 11.3.4 All cars competing in the American Le Mans Series events must exclusively use the Official Fuel (Sportsman 100) as supplied by **Competition Fuels, Inc. (the distributor of elf race fuel in North America - contact James Wurth at 610-388-3340)**, unaltered and without additives, for all official practice, qualifying and races.
- 11.3.5 Competitors are specifically requested not to leave any fuel at the circuit after the event.
- 11.4 DISTRIBUTION OF THE FUEL
- 11.4.1 The official fuel supplier will establish an ecologically-sound disbursement area at each SPORTS CAR event. All fuel will arrive in a special series tank truck. The tanker, in turn, will be linked to gasoline pumps as you would find at your local service station. Fuel can be dispensed in any quantity into 55 gallon drums available from the supplier, directly into the race car (contestants may need an adapter for fuel cells), or into the contestant's own fuel drums. A maximum allotment per team will be established to avoid shortfalls, although any fuel remaining in the tanker after the races have concluded will be available for purchase without restriction.
- 11.4.2 Payment arrangements should be made directly with **Competition Fuels**, see Art. 11.3.4. Information concerning federal, state and local taxes will be supplied. Contestants should contact their financial advisors about filing for possible tax rebates for fuels used for off-road purposes.
- 11.4.3 Details for distribution of fuel at non-elf race fuel events will be stated in the Supplementary Regulations.
- 11.4.4 Contact **James Wurth at 610-388-3340** about direct ordering of fuel.

11.5 TECHNICIAN ASSISTANCE

In addition to the special series tanker, the official fuel supplier will provide technical support in the disbursement area at each event to lend technical assistance and answer competitors' questions about fuel.

11.6 TECHNICAL INSPECTION/MANDATORY SAFETY REQUIREMENTS

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

11.7 INSPECTION

11.7.1 SPORTS CAR reserves the right to impound and inspect cars competing in an event.

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

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

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

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

11.7.5.1 Eligibility under SPORTS CAR rules:

- a. Both metric and English dimensions may be given in the SPORTS CAR Code. In such cases, when the two systems do not equate exactly, measurements for compliance during inspection will normally use the system most advantageous to the Entrant.
- b. The SPORTS CAR Technical Director may establish tolerances for measurements taken during inspection; may require components on the car to fit SPORTS CAR templates; may require SPORTS CAR monitoring

devices to be fitted to a car; and/or may require SPORTS CAR limiting devices to be fitted to a car.

11.7.5.2 Safety of the design and construction per inspection form.

11.7.5.3 Appearance: Clean and neat, no old damage.

11.7.5.4 Identification numbers must be placed on both sides and front, and must be legible to the satisfaction of the Chief Timekeeper. Specific requirements may be provided in event supplementary regulations.

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

11.7.5.6 Leakage: Not allowed.

11.7.5.7 Driver Safety Equipment: Per Article 5.14.

11.7.5.8 Compliance with sponsor advertising requirements.

11.7.5.9 Mandatory safety requirements listed below.

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

11.7.6.1 A 3" wide, six point driver restraint system of approved design must be installed. The effectiveness and longevity of a seat harness is directly related to the way in which they are installed and maintained. The belts must be replaced after a severe collision and whenever the webbing is cut, frayed or weakened due to the action of chemicals or sunlight. They must also be replaced if any buckles are bent, deformed or rusted. Any harness which does not function correctly must be replaced.

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

11.7.6.3 Steering lock mechanisms must be removed.

11.7.6.4 When applicable, a minimum of two (2) 360-degree loops, 2" x ¼" thick, secured around the drive shaft within 12" of the front and rear joint locations must be installed.

11.7.6.5 An approved net covering the driver's window opening must be securely installed. The window net must be easily removable from both inside and outside the car allowing access through the window. The driver's window must remain open at all times.

11.7.6.6 Quick release steering wheels are required unless otherwise specified. SPORTS CAR may require that the center top of the steering post must be padded with a production center cover or at least one inch of high-density padding material.

- 11.7.6.7 Windshield safety clips or "Camlocks," three (3) each at the top and bottom of glass, must be installed, where applicable, bolted or riveted to the body, and spaced at least 12" apart, must be installed. Safety glass windshields or approved equivalents are required.
- 11.7.6.8 Rear window straps, 1" x 1/8", bolted or riveted to body at top and bottom of glass, must be installed, where applicable.
- 11.7.6.9 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.
- 11.7.6.10 All cars must be equipped with two master electrical circuit breakers, one accessible from inside (accessible by the driver when normally seated and fitted with the mandatory safety harness), and the second outside the car, that control all electrical power (except electrically actuated fire systems). The preferred outside location is the passenger side cowl area. The circuit breakers must be clearly marked by a spark in a blue triangle.
- 11.7.6.11 All cars must have at least two operating red brake lights and two taillights. Amber brake lights will not be permitted. (During a competition, the Race Director may accept one functioning headlight, one functioning taillight and one functioning brake light due to damage or equipment failure.)
- 11.7.6.12 Headlights must be protected against breakage. Headlights may be taped.
- 11.7.6.13 Two external rear-view mirrors must be installed. Minimum dimension of each external mirror: 100 cm².
- 11.7.6.14 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's compartment must be shielded so as to prevent hazard to the driver in the event of rupture. Dry break fuel fillers and vents are required on all LMP/GTP and GT cars. They must be located away from the engine compartment and 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.
- 11.7.6.15 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.
- 11.7.6.16 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.

- 11.7.6.17 No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable.
- 11.7.6.18 Full roll cages of approved design are mandatory. Material and construction specifications and recommended designs are contained in Appendix J, Article 253, Section 8 of the 2001 Annuaire du Sport Automobile and in these rules.
- a. Competitor must be prepared to drill inspection hole(s) in the roll structure for verification.
 - b. See the technical regulations for LMP/GT material and dimension requirements.
- 11.7.6.19 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 LMP/GT cars must have an on-board fire extinguisher system with an approved extinguishing material that is in accordance with the FIA Sporting Code, Appendix J, Article 258.14.1. Trigger must be marked with a red circle with the letter "E" and be operable by the driver and also from outside the car. Outlets must be directed into the driver, engine and fuel compartments.
- 11.7.6.20 All cars must be fitted with one front and one rear towing eye, painted red, accessible without the use of tools. They must be securely fitted to the chassis of the car by means of a metallic rigid element (cable loops are forbidden). They must be strong enough to allow recovery of a car lying on its flat bottom in a gravel bed. Should the towing eye break, the track marshals will pull the car to a safe position using any element of the chassis or of the bodywork whatsoever, which they consider strong enough, and the car may be excluded from the race. In the event that a car is damaged as a result of these actions, SPORTS CAR will accept no responsibility for any damage caused, however it may have been caused.
- 11.7.6.21 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.
- 11.7.6.22 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 11.2.7.10).
- 11.7.6.23 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 red, and all identification lights are subject to approval by SPORTS CAR.
- 11.7.6.24 All cars must conform to current SPORTS CAR regulations for sound enforcement regulations. These regulations may be superceded by local ordinances.
- 11.7.6.25 Driver's seat and seat pad must be made from or covered with a fire-resistant material.

11.7.6.26 An "arrow" decal denoting tow hook location, window net release and door release must be affixed in each of these locations.

11.7.6.27 Evaporative-loss Freon cool-suits are not permitted.

11.7.7 If the Technical Director determines prior to the race that a car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Technical Director, the deficiency

- a. Will not affect safety;
- b. Cannot be corrected in time for qualifying or the race (if no qualifying);
- c. Will not provide the competitor a significant competitive advantage over other competitors; 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.

11.7.8 On an individual basis, SPORTS CAR may approve equipment to be fitted to race cars and/or drivers or waive certain procedural requirements for the sole purpose of enhancing the television coverage of the event.



ARTICLE 12 STANDING SUPPLEMENTARY REGULATIONS

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

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

Notwithstanding that a particular SPORTS CAR series competition may be listed on the FIA Calendar, SPORTS CAR reserves sole authority to settle any dispute which might arise during a SPORTS CAR 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 SPORTS CAR Code or as otherwise provided for in these Regulations.

12.1 “THE AMERICAN LE MANS SERIES CHAMPIONSHIP”

The American Le Mans Series Championship is an annual calendar of races which determines the driver, manufacturer and team champions, the distribution of point funds and other awards. Every event will be organized according to the provisions of the FIA International Sporting Code, the Code of the ASN, the SPECIFICATIONS "2001" of the Automobile Club de l'Ouest, these Standing Supplementary Regulations and the Supplementary Regulations of the event.

12.1.1 DURATION

The American Le Mans Series Championship races may vary in duration. For races of a given distance, an additional time limitation may be imposed by the Race Director prior to the start of the race. The scheduled duration (time or distance) will be specified in the event supplementary regulations.

12.1.2 CAR ELIGIBILITY

“LM”P 900, “LM”P 675 “LM”GTP, “LM”GTS and “LM”GT cars as defined in the ACO Specifications “2001” are eligible to compete.

12.1.3 DRIVER CHAMPIONS

SPORTS CAR will recognize a driver champion in the “LM”P 900 class, the “LM”P 675 class, the “LM”GTS class and the “LM”GT class of the series based on the number of points earned in the ALMS races in North America. The points earned in one of two specific ELMS races (Donington Park or Jarama) may be included in place of one ALMS race to determine the final standings.

- a. Championship points will be awarded in each series race to the top fifteen (15) finishers as follows:

1 st	25 point:	6 th	14 point	11 th	9 points
2 nd	21 point:	7 th	13 point	12 th	8 points
3 rd	19 point:	8 th	12 point	13 th	7 points
4 th	17 point:	9 th	11 point	14 th	6 points
5 th	15 point:	10 th	10 point	15 th	5 points

In events scheduled for 6 hours/1,000 km. duration or longer, points will be awarded as above, plus an additional five points for each of the fifteen positions.

- b. One bonus championship point will be awarded to each driver who leads the overall race for at least one lap. Additionally, one bonus championship point will be awarded to the driver leading the most laps. One bonus championship point will also be awarded to the driver in each class with the fastest race lap.
- c. Eligibility for point awards: In all events at least two drivers are required to drive each car.

Points will be awarded to each driver who completes at least ten (10) laps.

In races less than six hours in length a driver who completes more than 75% of the total scheduled time/distance in the same car will not receive points. The entrant will not receive any prize money or team points.

Drivers will be awarded points only in the car they drive during the race.

A driver properly nominated by an entrant will only be eligible to compete in the automobile listed on that entry. If a driver, without proper nomination, competes in an automobile, he/she may forfeit awards earned in that event and the car may be excluded.

- 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 points 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. If a tie still remains, the tie shall stand and awards will be shared equally.
- f. SPORTS CAR will decide finally any dispute or any question about any point award.
- g. Any car found to be out of specifications will be removed from consideration for prize money and Championship points.

12.1.4 MANUFACTURER CHAMPIONS

- a. SPORTS CAR will recognize an automobile manufacturer champion in the "LM"GTS and "LM"GT classes.
- b. SPORTS CAR will recognize a chassis manufacturer champion and an engine manufacturer champion in the "LM"P 900, "LM"P 675 classes.
- c. SPORTS CAR will recognize a tire manufacturer champion in the "LM"P 900, "LM"P 675, "LM"GTS and "LM"GT classes.
- d. All manufacturers are eligible.
- e. Championship points will be awarded on a 25-21-19-17-15-14-13-12-11-10-9-8-7-6-5 basis in each race.
- f. Each manufacturer will receive points for its highest finishing position in each series race in the ALMS races in North America. The points earned in one of two specific ELMS races (Donington Park or Jarama) may be included in place of one ALMS race to determine the final standings.
- g. Five bonus points will be awarded for races scheduled for 6 hours/1,000 km. duration or longer, as outlined in Article 12.1.3.a.
- h. Any car that is found out of specifications will be removed from consideration for manufacturer points for its finishing position. Final manufacturer points will be adjusted accordingly. In case of a tie in the final point standings, the tie shall be resolved as outlined in Article 12.1.3.e.

12.1.5 TEAM CHAMPIONS

- a. SPORTS CAR will recognize a team champion in the "LM"P 900, "LM"P 675, "LM"GTS and "LM"GT classes. The championship will be based on the total points earned by the highest finishing car of those entered by a single entrant in each ALMS series race in North America. The points earned in one of two specific ELMS races (Donington Park or Jarama) may be included in place of one ALMS race to determine the final standing.
- b. Championship points will be awarded on a 25-21-19-17-15-14-13-12-11-10-9-8-7-6-5 basis in each race. A given team will receive points for its highest finishing position only in each series race.
- c. Five bonus points will be awarded for races scheduled for 6 hours/1,000 km. Duration or longer as outlined in Article 12.1.3.a.
- d. In case of a tie in the final point standings, the tie will be resolved as outlined in Article 12.1.3.e.

12.1.6 ADVERTISING

- a. All competing cars must carry an official "Series" and SPORTS CAR decal on each side of its car in an approved location, and a "Series" and SPORTS

CAR decal on the front bodywork as well as other decals designated by SPORTS CAR.

- b. All competing drivers must display the official series patch on the uppermost right chest of the driver's uniform, and a SPORTS CAR patch on the uppermost left chest of the driver's uniform.
- c. All advertising is subject to SPORTS CAR approval.
- d. Competitors may also be required to display event sponsor decals in an approved location on each side of the car.

12.1.7 QUALIFYING

In all events, "The American Le Mans Series" qualifying will be as follows:

During official qualifying, each car must stop at pit exit or the designated checkpoint to confirm that the tires have been marked by SPORTS CAR and correspond to the car.

Only one set of tires may be used per car in any one qualifying session. All qualifying laps must be completed on that set of tires, regardless of driver. These tires must be presented at the specified Tech location for marking, per the official event schedule, prior to participating in any qualifying session. Each car must start the race with no less than three (3) of the marked tires on which it recorded its fastest qualifying time, or move to the back of the starting field.

12.2 "PANOZ GTS PRO SERIES"

The Panoz GTS PRO Series is an annual calendar of races which determine a driver champion.

All Panoz GTS PRO Series races will be conducted in accordance with the SPORTS CAR Code and specific series regulations.

12.3 "STAR MAZDA PRO SERIES"

The STAR MAZDA PRO Series is an annual calendar of races which determine a driver champion.

All STAR MAZDA PRO Series races will be conducted in accordance with the SPORTS CAR Code and specific series regulations.

ARTICLE 13 EQUIVALENCE FORMULAE/MISCELLANEOUS

13.1 EQUIVALENCE FORMULAE

1 inch = 2.54 centimeters = 25.4 millimeters

1 millimeter = 0.1 centimeters = 0.03937 inches

1 foot = 12 inches = 0.3048 meters

1 meter = 3.28 feet = 1.0936 yards

1 mile = 1760 yards = 5280 feet = 1.60934 kilometers

1 kilometer = 1000 meters = 1093.6 yards = 0.62137 miles

1 square inch = 6.45 square centimeters
 1 cubic inch = 16.387 cubic centimeters
 1 cubic centimeter = 0.061 cubic inches
 1 U.S. gallon = 4 U.S. quarts = 231.18 cubic inches = 3.785 liters
 1 liter = 1000 cubic centimeters = 61.0255 cubic inches = 0.264 U.S. gallons
 1 pound = 16 ounces = 453.592 grams
 1 kilogram = 1000 grams = 2.2046 pounds
 1 mile per hour = 1.467 feet per second = 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 x number of cylinders

Weight of gasoline = 7.2 pounds per gallon at 60° F

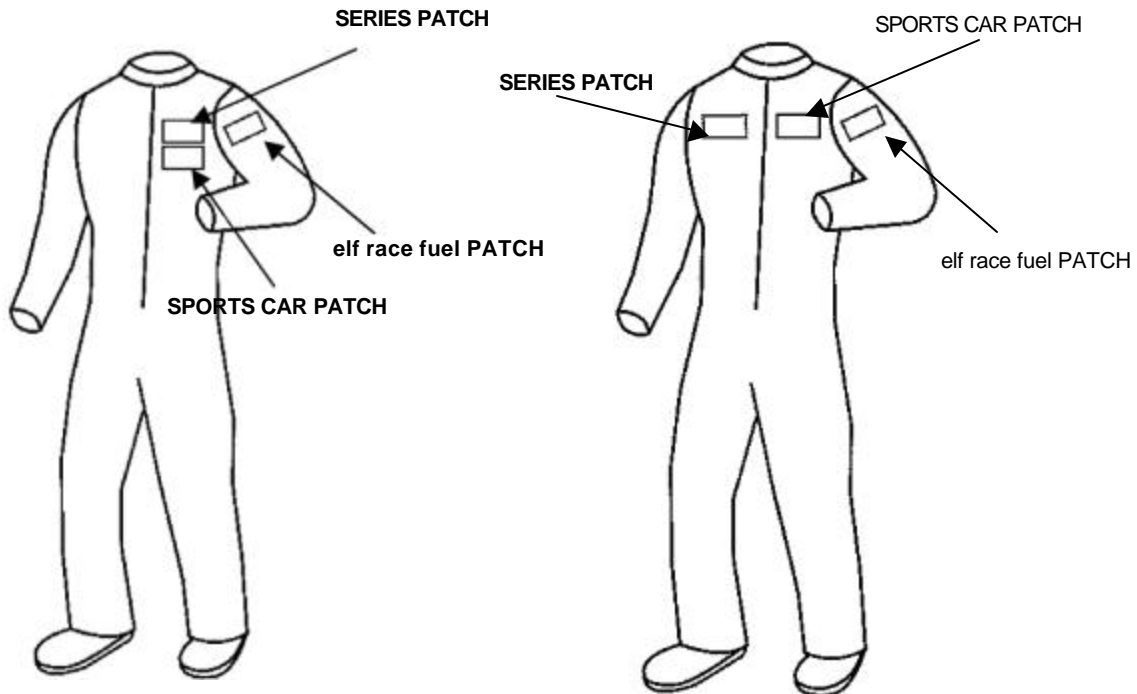
Atmospheric pressure = 29.92" HG = 14.7 P.S.I. = 1.01 Bar

1 Bar = 14.5 P.S.I.

Average speed formula = $\frac{3600 \times \text{length of track} \times \text{number of laps}}{\text{Total time in seconds}}$

13.2 SPORTS CAR/SERIES DRIVER SUIT PATCHES

All competing drivers must display the official series patch on the uppermost right chest of the driver's uniform, and a SPORTS CAR patch on the uppermost left chest of the driver's uniform, as shown in the diagram below. Additionally all drivers must display an elf race fuel patch on their upper left sleeve.



13.3 SPORTS CAR RADIO FREQUENCIES

CHANNEL	RX-FREQ.	TX-FREQ.	
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 SPORTS CAR operational frequencies.