

**2009**  
**SPORTING REGULATIONS**

As of 1/13/09, all additions/deletions from Rule book are denoted in a Tech Bulletin and in Red.

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## SECTION 1 - GENERAL RULES PROCEDURE

- 1-1 Effective Date** – The Grand-Am Regulations are effective upon the date of publication by Grand-Am, regardless of when a Competitor receives actual notice. “Date of Publication” of the Regulations, any amendment thereto, or any Supplemental Regulations pursuant to Section 1-7, is the earliest of mailing from Grand-Am Headquarters or release to the daily or trade press.
- 1-2 Amendment** – The Grand-Am Regulations may only be amended by publication of an amendment in a Grand-Am Bulletin issued by Grand-Am Headquarters pursuant to the authority of the President of Grand-Am or other duly authorized official of Grand-Am. An amendment is effective upon the date of publication by Grand-Am, regardless of when a Competitor receives actual notice.
- 1-3 Applicability** – The Grand-Am Regulations are applicable to all Events.
- 1-4 Interpretation and Application** – If there is a disagreement or dispute regarding the meaning or application of the Grand-Am Regulations, the interpretation and application by the Grand-Am Officials at the track shall prevail. Notwithstanding the foregoing or any other provision in the Rule Book, Grand-Am Supervisory Officials may review an interpretation or application of the Regulations where the Supervisory Officials deem such review to be appropriate.
- 1-5 Finality of Interpretation and Application** – The interpretation and application of the Grand-Am Regulations by the Grand-Am Officials at the track (or by a Grand-Am Supervisory Official when conducting a review provided by Section 1-4) shall be final and non-appealable, except as provided in Sections 13 and 14 below. In order to promote automobile racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them, ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY GRAND-AM OFFICIALS (AND GRAND-AM SUPERVISORY OFFICIALS WHEN MADE) AS TO THE APPLICABILITY AND INTERPRETATION OF THE GRAND-AM RULES ARE NON-LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST GRAND-AM OR ANYONE ACTING ON BEHALF OF GRAND-AM, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE GRAND-AM OFFICIALS OR SUPERVISORY OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD-FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER, COMPETITOR OR OFFICIAL. IF A MEMBER, COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, COMPETITOR OR OFFICIAL AGREES TO REIMBURSE GRAND-AM FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEYS’ FEES. EACH MEMBER, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST GRAND-AM FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.
- 1-6 Principal Rule of Interpretation and Application** – The Grand-Am Regulations are intended to ensure that Events are conducted in a manner that is as fair as possible for all Competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict application of the Grand-Am Regulations may not achieve this goal. In such rare circumstances, Grand-Am Officials, as a practical matter, may make a determination regarding the conduct of the race, the eligibility of a Competitor, or similar matters that are not contemplated by or are inconsistent with the Grand-Am Regulations, in order to achieve this goal. Such determinations are reviewable by Grand-Am Supervisory Officials as contemplated in Section 1-4 above. All such determinations are subject to the finality rule in Section 1-5 above.
- 1-7 Supplementary Regulations** – Supplementary Regulations may be made and issued by Grand-Am Officials or Supervisory Officials for an Event. Supplementary Regulations shall apply to the conduct of that Event if they are published or announced prior to or during the Event by means of a bulletin, newsletter, telephone, and fax or pre-race meeting.

## SECTION 2 - MEMBERSHIP

- 2-1 Eligibility** – Grand-Am may, but is not required to, accept as a Grand-Am Member any individual or business entity interested in road racing, so long as the individual or entity has properly and truthfully completed and filed a membership application, agreed to abide by the Grand-Am Regulations, paid the fee(s) prescribed for membership, and meets the required qualifications. Grand-Am will determine eligibility of any person or entity that has properly filed a membership application and meets the required qualifications for the membership. Grand-Am is dedicated to the highest degree of professionalism, sportsmanship and integrity in road racing. For that reason, Grand-Am may reject the membership application of an otherwise qualified applicant in the interest of automobile racing or Grand-Am. Among other things, participation or involvement by a Member or applicant (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to automobile racing or to Grand-Am, whether in the course of racing activity or not, and whether the applicant was a Member or applicant at the time of such conduct, may result in rejection of a membership application by Grand-Am.
- 2-2 Application Process** – Application forms for a Grand-Am membership may be obtained from Grand-Am Headquarters. Upon completion, they must be submitted to Grand-Am Headquarters, which is the only Grand-Am office authorized to issue such memberships. Membership application forms must be fully executed, signed by the applicant, and accompanied by the requisite fee. The receipt of a Grand-Am membership application form and fee by a Grand-Am Official does not constitute the issuance of or approval by Grand-Am of such an application for Grand-Am membership. Applicants will be advised in writing by Grand-Am Headquarters whether Grand-Am Headquarters has approved their application for membership.
- 2-3 Membership Status** – A Grand-Am Member is not an agent, servant or employee of Grand-Am by virtue of such membership. With respect to any Grand-Am related activities in which a Member engages, unless the Member is also an employee of Grand-Am, the Member shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than Grand-Am, and not an agent, servant or employee of Grand-Am. Each such Member, or the Member's employer, is obligated to furnish any tools, supplies or materials necessary to perform the Member's duties. Each such Member shall be responsible for compensating, and shall be responsible for all actions, of their employees or agents. Each such Member assumes all responsibility, either by himself or his or her employer, for any charges, record keeping, premiums and taxes, if any, payable on any funds the Member may receive as a result of any activities as a Grand-Am Member, including but not limited to, social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes.
- 2-4 Suspension** – Grand-Am may suspend a Member for a definite or indefinite period of time in the interest of automobile racing or Grand-Am. The affected Member may appeal such a suspension to the Grand-Am Commissioner.
- 2-5 Voluntary Termination** – A Member may terminate his or her membership at any time by providing a letter of resignation to Grand-Am Headquarters. Such Member shall have no right to receive, and Grand-Am shall not be obligated to refund any part or all of the fees previously paid by the Member to Grand-Am.
- 2-6 Involuntary Termination** – Grand-Am may terminate a membership at any time in the interest of automobile racing or Grand-Am. Such Member shall have no right to receive, and Grand-Am shall not be obligated to refund any part or all of the fees previously paid by the Member to Grand-Am. The affected Member may appeal such a termination to the Grand-Am Commissioner.
- 2-7 Expiration** – Membership expires automatically on the last day of the calendar year in which the membership is issued.
- 2-8 Membership Required** – Every person or entity who desires to participate in an Event as a driver, entrant, crew member, Grand-Am Official, premier sponsor or promoter must apply for, receive, and possess a valid, current Grand-Am Membership authorizing participation in that capacity.
- 2-9 Minors** – If the membership applicant is a minor under the laws of his or her state of residence, the applicant must also submit, with his or her application, a fully executed and signed Minor's Release. This Minor's Release must be signed by the applicant's natural father AND mother or

by a court appointed legal guardian. As with all applications, Grand-Am may, but is not required to, approve the application of any applicant less than 21 years of age. No driver under the age of eighteen may participate at any Grand-Am sanctioned events at Watkins Glen International Raceway or with any events run in conjunction with other non-Grand-Am sanctioned events that may include restrictions in their sanction agreement or tobacco sponsorship. It is the entrant's responsibility to abide by any and all specific requirements on an event by event basis, for the participation of a driver under 18 years of age.

**2-10 Membership Non-Transferable** – A Grand-Am membership is non-transferable and non-assignable. It may be used only by the person or entity to which it is issued. Any attempt to transfer, lend, or permit any other person or entity to use it shall result in a fine imposed on the Member by Grand-Am of not less than five hundred Dollars (\$500.00 USD) and suspension or termination of the membership. IF FOR ANY REASON, WHETHER INTENTIONAL OR UNINTENTIONAL, A MEMBERSHIP IS TRANSFERRED, LOANED OR USED BY ANY OTHER PERSON OR ENTITY, THE MEMBER SHALL INDEMNIFY GRAND-AM AND ALL RELATED PARTIES FOR ANY DAMAGES ARISING IN CONNECTION WITH SUCH TRANSFER, LOAN OR USE.

**2-11 Minimum Driver Membership Requirements –**

To secure and maintain a Grand-Am Competitor membership as a race driver, a Grand-Am member at a minimum must -

2-11.1 Be at least 16 years of age.

2-11.2 If requested by Grand-Am Officials, submit to and pass driving ability tests conducted by and at the discretion of Grand-Am Officials, whose decision as to the applicant's driving ability is final and binding on the applicant.

2-11.3 Be physically fit as determined in the sole discretion of Grand-Am. In this regard, Grand-Am may require a Competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).

2-11.4 Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am.

2-11.5 In order to participate in FIA-approved Events, a driver Member must also have a valid, current FIA driver's license. Application for a FIA driver's license may be made through Grand-Am or any ACCUS, FIA member club. No driver under the age of eighteen may participate at any Grand-Am sanctioned events at Watkins Glen International Raceway or with any events run in conjunction with other non-Grand-Am sanctioned events that may include restrictions in their sanction agreement or tobacco sponsorship. It is the entrant's responsibility to abide by any and all specific requirements, on an event by event basis, for the participation of a driver under 18 years of age.

**2-12 Minimum Entrant Membership Requirements –**

2-12.1 To secure and maintain a Grand-Am Membership as an entrant, a Grand-Am Member at a minimum must be at least 21 years of age, execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am. If a partnership or corporation or other business entity owns the car, the managing partner or president must satisfy the same age requirements.

2-12.2 Grand-Am will issue the membership in the name of the entrant. If a car is owned by a partnership or corporation or other business entity, the membership may be issued in the name of the partnership, corporation or business entity, and the membership will indicate the name of the business entity and the individual entrant. That person will be the party responsible for all communications and contact with Grand-Am regarding all business (as opposed to racing competition) matters in connection with the car.

2-12.3 In order to participate in FIA approved events, an entrant member must also have a valid FIA entrant License. Application for a FIA License may be made through Grand-Am or any ACCUS, FIA member club.

2-12.4 Vehicle Registration Requirements - All Members must register their individual racing vehicle(s) with Grand-Am by completing the necessary application forms and paying the appropriate fees. Competition numbers will be assigned by Grand-Am following the completion of the vehicle registration process.

- 2-12.5 The Member may use the assigned car number on a car or cars owned or managed by the Member as follows. During an Event, the Member may use an assigned number to identify a particular car; a number may not be transferred by the Member to another car during the Event except with Grand-Am approval. At subsequent Events, the Member may use the number to identify a different car owned by the Member. Points and other prizes for entrants will be awarded to the Member, depending upon the performance of the car identified by the number assigned to the Member. If Grand-Am changes an entrant's number during the season, Grand-Am, at its option, may transfer to the new number championship points accumulated using the previous number.
- 2-12.6 Grand-Am reserves the right to revoke, reassign or transfer car numbers to another Member at any time. Car numbers are non-assignable and non-transferable, except by Grand-Am.
- 2-12.7 An entrant Competitor membership is non-assignable and non-transferable. With respect to a car owner that is a partnership, corporation or other business entity, the member shall inform Grand-Am Headquarters in writing promptly if the partnership is altered in any material manner or the corporation's stock or assets are sold (other than routine daily stock sales) or become the subject of a merger or the business entity's ownership interest materially changes. When it is informed of such a change, by the Member or otherwise, Grand-Am in its sole discretion may revoke the membership, as of the date of the change or otherwise. If Grand-Am revokes the membership, the new partnership, corporation or business entity must submit a new Membership application. Grand-Am may assign the old car number or numbers to the new membership, or it may assign a new car number or numbers. Grand-Am in its sole discretion may assign to the new membership championship points earned by the former membership if doing so is in the interest of competition and automobile racing. Grand-Am may make such other determinations regarding scoring, point funds, and the distribution of the purse or prize monies as it determines to be in the interest of competition and automobile car racing.
- 2-13 Minimum Crew Member Membership Requirements** – To secure and maintain a Grand-Am Competitor Membership as a crew member, a Grand-Am Member at a minimum must -
- 2-13.1 Be at least 16 years of age.
- 2-13.2 Be physically fit to be a crewmember, as determined in the sole discretion of Grand-Am. In this regard, Grand-Am may require the Competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
- 2-13.3 Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am from time to time.
- 2-13.4 No crew member under the age of eighteen may participate at any Grand-Am sanctioned events at Watkins Glen International Raceway or with any events run in conjunction with other non-Grand-Am sanctioned events that may include restrictive language in their sanction agreement or tobacco sponsorship. It is the entrant's responsibility to abide by any and all specific requirements, on an event by event basis, for the participation of a crew member under 18 years of age.
- 2-14 Minimum Corporate Membership Requirements** – To secure a Grand-Am Corporate Membership, a Grand-Am Member at a minimum must -
- 2-14.1 The CEO must be at least 21 years of age.
- 2-14.2 Be an employee of a company which has a direct sponsorship program with Grand-Am (Official Status, Contingency Programs, Special Awards and Series Sponsors).
- 2-14.3 Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am from time to time.
- 2-15 Minimum Official Membership Requirements** – To secure a membership as a Grand-Am Official, a Grand-Am Member at a minimum must -
- 2-15.1 Be at least 21 years of age.
- 2-15.2 Possess, in the sole discretion of Grand-Am, the necessary qualifications and abilities to carry out the duties of a Grand-Am Official.
- 2-15.3 Furnish a completed Official's agreement with the membership application.

- 2-15.4 Be physically fit to perform the duties of an Official, as determined in the sole discretion of Grand-Am. In this regard, Grand-Am may require the Official or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
- 2-15.5 Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am from time to time.
- 2-16 Minimum Promoter Membership Requirements** – To secure a membership as a Grand-Am Promoter, a Grand-Am Member at a minimum must -
  - 2-16.1 Be at least 21 years of age. If the Promoter is a corporation, partnership, or other business entity, the president, managing partner or head of the business entity must meet this requirement.
  - 2-16.2 Be affiliated with a person or entity that has entered into a valid sanction agreement for one or more Grand-Am Events.
  - 2-16.3 Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am.
- 2-17 Use of Grand-Am Memberships** –
  - 2-17.1 Members must present their Grand-Am Membership to Grand-Am Officials at any time upon request.
  - 2-17.2 The Membership Card of a Member suspended or terminated at any time for any reason must be promptly forwarded to Grand-Am Headquarters. Even if the Member fails to do so, the membership shall be inoperative and invalid, unless the Member has been suspended, in which case the membership shall be inoperative and invalid until the lifting of the suspension. Grand-Am Headquarters will return the membership card to the Member upon the lifting of the suspension.
- 2-18 Ejection** – A Grand-Am Official or Supervisory Official may eject a Member from an Event or from the racing premises in an emergency situation, to promote the orderly conduct of the Event. An ejection is final, non-appealable and non-reviewable, except as provided in Section 1-4.
- 2-19 Interim Review of Membership Qualifications** – Grand-Am in its sole discretion may review the qualifications of a Member at any time after issuance of a membership, may require the Member to submit to such additional physical examinations, to submit a resume to include driver information and record of competition, or to pass such additional driver ability tests, and may take such other action or require the Member to take such other action as Grand-Am may deem appropriate, to determine whether the Member continues to qualify for a membership under these Regulations.

### **SECTION 3 - INJURY REPORTS**

- 3-1 Report to Care Center** - Any Member involved in an accident while on the racing premises must report to the Track Care Center before leaving the premises (if such Member is able to make such a report).

### **SECTION 4 - SANCTIONED EVENTS**

- 4-1 Event Sanction** - A Grand-Am sanctioned Event is an Event which Grand-Am has agreed in writing to sanction, in an applicable, fully-executed Sanction Agreement that is in effect at the time of the Event.
- 4-2 Issue of Sanction** - A Grand-Am sanction is issued only by Grand-Am Headquarters on the appropriate form, after approval by Grand-Am. The issuance of a sanction for a specific Event does not obligate the Promoter or Grand-Am to enter into a sanction agreement, or to issue a sanction, for any other Event(s).
- 4-3 Participant Insurance** - Grand-Am will provide participant accident insurance coverage at Grand-Am sanctioned Events as follows -
  - 4-3.1 Accidental Death & Dismemberment - \$50,000
  - 4-3.2 Excess Medical - \$50,000
  - 4-3.3 Excess Catastrophic Medical - \$1,000,000
  - 4-3.4 Weekly Indemnity - \$100/wk up to 52 weeks
- 4-4 Participant Eligibility** - Individuals holding current, valid Grand-Am memberships are authorized to participate in Events. FIA license holders who do not possess a current Grand-Am membership may compete in FIA-listed events, but are not eligible for Grand-Am point fund awards or any of the benefits of Grand-Am membership.



- 4-5 Prior Approval** - All changes relating to an Event, including time trials, must be approved in advance by Grand-Am Headquarters.
- 4-6 Drug Abuse Policy** - No Grand-Am Member may use or be under the influence of any stimulants, depressants or tranquilizers, including but not limited to alcoholic beverages, narcotics, etc., during an Event. It is the sole responsibility of the Promoter to provide sufficient security personnel at all times during an Event to enforce this provision. Grand-Am shall be the sole judge as to whether such stimulants, depressants or tranquilizers are being used.

## **SECTION 5 - SAFETY**

- 5-1 Assumption of Risk** - Automobile racing is an inherently dangerous sport. Each Competitor assumes that risk when he or she participates in an Event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. Although safety generally is everyone's concern, Grand-Am cannot be and is not responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows -
- 5-1.1 Promoter - The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for the Event; that adequate safety personnel and equipment are provided for each Event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the Event.
- 5-1.2 Grand-Am - Employees and representatives of Grand-Am, when they are present at an Event, will inform the Promoter of any inadequacies in the facilities, safety personnel, and equipment, or other conditions at the track that they (a) observe and (b) consider in their best judgment to be inconsistent with the interests of safety. GRAND-AM, HOWEVER, DOES NOT MAKE ANY REPRESENTATIONS OR WARRANTIES OF SAFETY TO ANY COMPETITOR OR OTHER PERSON, AND CANNOT AND DOES NOT TAKE RESPONSIBILITY TO ENSURE THE ADEQUACY -- FOR PURPOSES OF SAFETY -- OF THE RACING FACILITY, SAFETY PERSONNEL OR EQUIPMENT, OR CONDITIONS AT THE TRACK. The Promoter (see above) and the Competitors (see below) are solely and ultimately responsible for such matters at Grand-Am sanctioned Events.
- 5-1.3 Competitors - All Competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the Event. Competitors must report to the Promoter promptly any inadequacy in the facilities, personnel, equipment, or conditions at the track. Competitors also are solely and directly responsible for the safety of their racecars and racing equipment and are obligated to perform their duties (whether as an entrant, driver, or crew member) in a manner designed to minimize to the degree possible the risk of injury to themselves and others. NEITHER GRAND-AM NOR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACECAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.
- 5-1.4 Grand-Am Officials - Grand-Am Officials should report promptly to the Promoter any observed safety inadequacies in the racing facilities, safety personnel and equipment, and conditions at the track. In addition, if a Grand-Am Official observes any safety inadequacy in a Competitor's racecar, racing equipment, or conduct, the Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The Competitor is obligated to follow the Official's directives. GRAND-AM IS NOT RESPONSIBLE FOR THE ACTIONS OR INACTIONS OF ANY GRAND-AM OFFICIAL AS IT PERTAINS TO SAFETY.

## **SECTION 6 - ENTRIES AND GENERAL COMPETITOR OBLIGATIONS**

### **6-1 Entry Requirements –**

- 6-1.1 In order to compete in an Event, a Member must submit and have approved an Official Entry Form for the Event. Telephone or electronically submitted entries will not be accepted. Grand-Am or its contracted series organizers publishes the sole Official Entry Form for the Event. For purposes of this Section, "Official Entry Form" refers to the form of entry required by Grand-Am for Members to officially enter an Event.
- 6-1.2 It is the responsibility of the Member to obtain the appropriate Official Entry Form, and to ascertain and abide by all applicable deadlines and instructions. The distribution of such forms to Competitors does not relieve them of this responsibility.
- 6-1.3 The Member must complete the Official Entry Form for the Event in full and submit it to the appropriate office (as specified on the Official Entry form) by the deadline listed thereon.
- 6-1.4 In the event an Official Entry Form is not submitted by the deadline, Grand-Am in its sole discretion may decide to accept the Competitor's entry, in which case a \$1,000.00 late fee will be charged. The date of the entry form submission will be determined by the date contained in the U.S. postal mark (if mailed); Grand-Am recognized courier receipt, or the Grand-Am date stamp (if delivered in person to Grand-Am). Telephone or electronically submitted entries will be recognized at Grand-Am's discretion.
- 6-1.5 Acceptance of any entry is at the discretion of Grand-Am.

### **6-2 Competitor Obligations, Agreements and Releases –**

- 6-2.1 BY SUBMITTING AN ENTRY APPLICATION AND/OR TAKING PART IN ANY ACTIVITY RELATING TO THE EVENT, A MEMBER AGREES TO ABIDE BY THE DECISIONS OF GRAND-AM OFFICIALS AND SUPERVISORY OFFICIALS, RELATING TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NON-APPEALABLE AND NON-LITIGABLE, EXCEPT AS PROVIDED IN SECTIONS 13 AND 14 OF THIS RULE BOOK. SUCH A MEMBER FURTHER AGREES TO INSPECT THE RACING AREA TO ENSURE THAT IT IS IN A SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE MEMBER VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST GRAND-AM, PROMOTER OR THEIR OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES BY REASON OF DAMAGE TO THE CAR, THE SUPPORT EQUIPMENT, THE DRIVER, THE PIT CREW OR ANY OTHER PERSON. ALL MEMBERS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH AND PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN-ROUTE THERETO OR THEREFROM. EACH MEMBER ACKNOWLEDGES THAT MEMBER'S SPOUSE AND NEXT-OF-KIN HAVE BEEN ADVISED THAT MEMBER UNDERSTANDS THE HIGH RISK OF SERIOUS INJURY OR DEATH WHICH MAY RESULT FROM RACING, AND THAT THE MEMBER SOLELY ASSUMES ALL SUCH RISKS.
- 6-2.2 When a Competitor submits an Official Entry Form, and the entry is accepted, the Competitor becomes obligated to attempt in good faith to compete in the Event to the best of his or her ability. If written notice of withdrawal from any scheduled event is received by Grand-Am registration or the home office prior to the first official practice, 75% of the paid entry fee will be refunded. There will be no transfer or credit of entries for future events. Failure to make such notice will result in forfeiture of the entire entry fee for the referenced event.
- 6-2.3 If a Competitor enters an Event without having properly submitted a fully-executed Official Entry Form, the Competitor by such entry nevertheless agrees that he or she is subject to all Grand-Am Regulations, amendments, and Supplemental Regulations, as well as all statements, releases and obligations appearing in the Official Entry Form, as if he or she had properly submitted a fully-executed Official Entry form.
- 6-2.4 Only persons approved by Grand-Am may enter the racing area. Competitors may not enter the racing areas (i.e., garage areas, pits, and racing surface and similar areas) unless they personally have signed all required entry forms, waiver and release of liability forms, and pit permits applicable to the particular Event. No person will sign at any time,

for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than themselves.

- 6-3 Advertising And Promotion Release** – Each Competitor, by entering a Grand-Am sanctioned Event, grants to Grand-Am, its duly authorized agents and assigns, an exclusive license to use and sublicense his or her name, likeness and performance, including photographs, images and sounds of such Competitor and/or any vehicle(s) with respect to which the Competitor competes in Grand-Am sanctioned Events, in any way, medium or material (including but not limited to broadcasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by Grand-Am, sales and other commercial projects, and the like) for promoting, advertising, broadcasting, recording or reporting any Grand-Am sanctioned event before, during and after such event, and each Competitor hereby relinquishes to Grand-Am exclusively and in perpetuity all rights thereto for such purposes.
- 6-4 Broadcast And Other Rights** – Each Competitor, by entering a Grand-Am sanctioned Event, acknowledges that Grand-Am, and its licenses and assigns, exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by Grand-Am, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including but not limited to in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any Grand-Am Event or the Competitor's performance in the Event, and that Grand-Am is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise, created from the images, sounds and data arising from or during any Grand-Am Event and the Competitor's performance in the Event. Each Competitor agrees to take all steps reasonably necessary, and all steps requested by Grand-Am, to protect, perfect or effectuate Grand-Am's ownership or other interest in these rights. Each Competitor agrees not to take any action, nor cause others to take any action, nor enter into any third party agreement which would contravene, diminish, encroach or infringe upon these Grand-Am rights.
- 6-5 Competitor and Sponsor Advertising** –
- 6-5.1 Grand-Am and/or its contracted series organizers will specify class and series/contingency sponsor decal identification in standard locations on each car for each Grand-Am class. This identification must be used in an unmodified form and located on the car per the direction of the technical staff.
  - 6-5.2 Grand-Am may approve or disapprove the content, placement and size of any advertising, decal or sponsorship identification for any reason. Grand-Am may refuse to permit any Competitor to participate in an Event if Grand-Am determines that any advertising, sponsorship or similar agreement to which the Competitor (or a car owner, driver or crew member related to the Competitor) is or will be a party, is detrimental to the sport of automobile racing, to Grand-Am, or to the Promoter for any reason, including without limitation, the public image of the sport.
  - 6-5.3 All drivers must wear the official Grand-Am series patch on the uppermost left chest area of the uniform.
  - 6-5.4 All drivers must wear the official Sunoco Fuel patch, official Pirelli or Hoosier Tires patch, Rolex patch and / or KONI patch on a prominent area of the uniform.
  - 6-5.5 Grand-Am may require an event decal and patch to be displayed in standard locations on the car and driver's uniform.
  - 6-5.6 All drivers are required to sign the standard advertising release on their membership applications and/or the entry form, granting to Grand-Am, the series sponsor and the Promoter rights as set forth in this Section 6.

## SECTION 7 - INSPECTIONS

- 7-1 Time and Manner** – All cars, car parts and equipment are subject to inspection by Grand-Am, at any time and in any manner determined by Grand-Am Officials. All decisions by Grand-Am Officials regarding the timing and manner of inspection as well as which cars, car parts or equipment will be inspected are final, non-appealable and non-reviewable except as provided in Section 1-5.
- 7-2 Inspection Area** – Only those persons approved by Grand-Am Officials will be admitted to the inspection area.
- 7-3 Car Eligibility** – Grand-Am Officials will determine whether a car, including any car part or equipment, meets the applicable specifications for an Event as set forth in the Rule Book or contracted series regulations. Such determinations may be made by Grand-Am Officials at any time before, during or after the Event.
- 7-4 Competitor Obligations** – A Competitor must take whatever steps are requested by a Grand-Am Official to facilitate inspection of the car.
- 7-5 Inspection Prior to Race** – If a Grand-Am Official determines prior to the race that the car, including any car part or equipment, does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Official, the deficiency (a) is so insubstantial as not to warrant a determination that the car is ineligible to race; (b) will not provide the Competitor with a competitive advantage over other Competitors; (c) will not adversely affect the orderly conduct of the race. If the Official permits the car to compete under these circumstances, the Official will apprise the Competitor in writing of the deficiency, and if the deficiency has not been corrected by the date and time specified by the Director of Competition, a penalty may be imposed by the Race Director, and the car will be prohibited from competing in any future Event until the deficiency has been corrected.
- 7-6 Car Sealing or Impounding** – Grand-Am has the right, for inspection and/or competitive analysis purposes, to seal or impound cars, car parts or equipment entered and competing in an Event. Grand-Am is not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such sealing, impounding and/or analysis.
- 7-7 Inspection After Race** – At an Event where the Grand-Am Regulations, Supplemental Regulations or Grand-Am Officials mandate inspection after the Event, any car that has competed in the Event may not be taken from the racing premises without permission from the Grand-Am Director of Competition or his designate. Grand-Am Officials may assess an inspection fee of up to \$5,000.00 for any engine that requires additional cooling time in excess of the maximum cooling down time of two hours from the official completion of the race. If a Grand-Am Official determines after the race that a car, including any car part or equipment, does not meet applicable specifications, but the deficiency is so insubstantial as to not provide the Competitor with a significant competitive advantage over other Competitors, the Official in the exercise of his or her sole discretion, may determine that the car, car part or equipment was eligible for the Event, but will apprise the Competitor in writing of the deficiency and direct the Competitor to correct the deficiency for future Events. The car will be prohibited from competing in any future Event if the deficiency has not been corrected by the date and time specified by the Official.
- 7-8 Equipment or Parts Failing to Meet Specifications** – Grand-Am has the right to confiscate any car, part and/or equipment, without obligation for payment or reimbursement, which fails to meet applicable Grand-Am specifications during an Event. If Grand-Am determines that any car, part, equipment and/or fuel used by a Competitor does not meet Grand-Am specifications, Grand-Am may declare the car ineligible for the Event, disallow the Competitor's qualifying times, withdraw the Competitor's opportunity to qualify for the Event, and/or make such other determination as may be appropriate in the interest of competition.
- 7-9 Competitive Analysis** – From time to time Grand-Am may determine, in the interest of competition that it is necessary or appropriate to undertake an analysis of the performance capabilities of a car, car part or equipment or tires. The Competitor or Supplier shall take whatever steps are requested by the Grand-Am Officials for this purpose. Grand-Am also has the right to seal or impound cars, car parts or equipment or tires for this purpose. Grand-Am is not responsible for payment, reimbursement, damage or loss to the Competitor or Supplier as a result of such analysis, sealing or impounding.

- 7-10 Finality of Inspection and Eligibility Decisions** – Inspection and/or eligibility decisions are final, non-appealable and non-reviewable except as provided in Section 8-2.

## **SECTION 8 - RACE PROCEDURE**

- 8-1 Race Procedure Defined** – Race Procedure is the manner in which an Event is conducted. It includes, but is not limited to, determinations regarding the eligibility of cars for competition, qualifying procedures, the line-up of the cars, the start of the race, the control of cars throughout the race by flags, lights, or other direct communication between Grand-Am Officials and Competitors, the election to stop or delay a race, control of pit activity, flagging, the positioning of cars at any time, the assessment of lap and time penalties, and the completion of the race. It does not include the assessment of penalties (disqualification, suspension or fine) except lap and/or time penalties imposed during a race or immediately after a race as provided in Section 8-9 below. The rules in this section provide the framework for Grand-Am Officials to implement race procedures. In addition to interpreting and applying these rules, Grand-Am Officials are authorized to make such other determinations or take such other action as they determine to be necessary to promote the best interests of automobile racing, including but not limited to fairness and prompt finality of competition results.
- 8-2 Finality of Race Procedure Decisions** – All decisions by Grand-Am Officials at the track involving race procedures are final and non-appealable, subject-only to review by Grand-Am Supervisory Official(s) if one or more such Officials determine that extraordinary circumstances exist that require such review. In making such a determination, the interest of finality in competition results will be a principal consideration. Grand-Am Supervisory Officials will not review any race procedure decision unless it has been brought to their attention by an affected Member within twenty minutes after the posting by Grand-Am of the results of the race or qualifying Event at which the race procedure decision was first made. If a Grand-Am Supervisory Official(s) determines (a) that the race procedure decision should be reviewed, and (b) that the decision was in error, the Supervisory Official(s) may take whatever action deemed appropriate to initiate a remedy to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualification's, suspensions or fines), or awarding or subtracting points. The Supervisory Official(s) may alternatively elect not to take remedial action. All such decisions are final and non-appealable, except the imposition of a penalty, as provided in Section 12.
- 8-3 Driver, Entrant Responsibilities** –
- 8-3.1 The entrant shall be the sole spokesperson for the driver, car owner, and team members in any and all competition matters pertaining to the Event (other than proceedings pursuant to Section 13 and 14 of the Rule Book). At all Events, the entrant assumes responsibility for the actions of his or her driver and team members, and may be subject to disciplinary action as a result. Unpaid fines for the entrant, driver, crewmembers, and/or the car owner may be collected by Grand-Am by deducting same from the purse or point fund earnings of the driver or car owner.
- 8-3.2 All drivers must be on time to compete in an Event for which they are scheduled to compete. Any driver or car not ready to compete within five minutes of the time called, may be sent to the rear of the line in time trials or races, or left out of the remainder of the day's qualifying Events or racing activities, at the discretion of Grand-Am Officials.
- 8-4 Race Start** –
- 8-4.1 Rolex Sports Car Series - Cars will be gridded by the following procedure. The pit lane will be open to competitors approximately 30 minutes prior to the scheduled race start time for pre-race activities. Grand-Am may penalize teams for non-participation in pre-race activities. Cars may drive or be pushed to their pit spot at this time. Tires may be changed up to the opening of pit exit for the exploratory laps. No fuel may be added at any time. Cars must be brought to pit lane fully fueled. No fueling is permitted until after the completion of one green flag race lap. At a pre-determined time (announced at the driver's meeting) prior to the scheduled race start the pit exit will be open for exploratory laps. For 10 minutes, unless otherwise specified in the driver/crew chief briefings, competitors may proceed around the track, to their grid positions, or return to their pit lane spot. The competitor may take additional exploratory laps via the pit exit. The pit exit

will only be open 10 minutes. After 10 minutes, or the specified time, pit exit will close and all cars should be in their grid spots. Any cars remaining in pit lane must start the race from pit out, in the order of arrival, after the last car on the track clears pit out at the start of the race. Cars on course at the time of pit exit closure may proceed to their starting grid spot or return to their pit lane spots and start from pit lane. Once all cars have gridded or returned to the pits, all engines must be shut off and pre-race ceremonies will begin. Engines must remain off until the command to start your engines.

- 8-4.2 Alternate Starting Procedure - Cars may be gridded in a normal 2 by 2 directly on the grid or by the Rolex Series procedure. The number of pace laps and gridding specifics will be announced at the driver's meeting for each event.
  - 8-4.3 Special Gridding Procedure - Any car arriving late to the starting grid after the start of the pace lap(s) must start the race from pit lane, same as above. If a car is allowed to enter the race after the race has started, the competitor must receive approval from Pit Road Personnel.
  - 8-4.4 If a car does not leave the starting grid, drops out during the pace laps, or drops out of the race before the completion of the first official lap, and there after fails to return to the race, its finishing position will be determined by its starting position in relation to other cars that do not complete the first official lap.
  - 8-4.5 The number of pace laps will be set at the discretion of the Grand-Am Officials. During the pace laps, if a car does not maintain its designated position in the starting field, the driver must reposition the car at the tail end of the field and the original space must be respected by the other competitors. Scoring and official distance/time begins when the leader crosses the start line after the conclusion of the announced pace lap(s) regardless of the display of the starting flag.
  - 8-4.6 Race start - At the start of the race, when the green flag is displayed, competitors must maintain the two by two grid formation, and may not begin initiating a pass until they cross the starting line.
  - 8-4.7 Restarts – During a full course yellow/pace car situation and on the restart, the race leader and the balance of the field must maintain the speed of the safety/pace car in single file formation at all times. Specific procedures for each track will be announced at the pre race drivers meeting.
- 8-5 Race Halt –**
- 8-5.1 The Grand-Am Officials will determine whether the racetrack is suitable for competition.
  - 8-5.2 A race may be stopped at the discretion of the Grand-Am Officials at any time they determine, in the exercise of their independent judgment, that the track is not suitable for competition.
- 8-6 Race Halt/Restart Before One Lap Completion –** When a race is stopped before the completion of one lap, there shall be a complete restart in the original starting positions.
- 8-7 Race Halt/Restart After One Lap Completion –** When a race is stopped after the completion of at least one lap, cars will line up in the order in which they were running (sequence on track) at the completion of the last full lap before being stopped.
- 8-8 Official Completion –** Unless otherwise stated in the Supplementary Regulations, all races will be run until the leader has completed the advertised distance. However, if unforeseen circumstances prevent the completion of the advertised distance and/or it is impractical to continue the race within a reasonable time after it has been stopped, the race will be considered officially completed if the halfway mark has been reached by the leader. Grand-Am will use its discretion to readjust and/or account for driver point eligibility under this circumstance in order to maintain consistent driver team pairings and point totals.
- 8-9 Lap or Time Penalties –** The Race Director or his designee may impose a time or lap penalty during a race by calling a car into and holding the car in the pits or holding a car already in the pits for a specified period of time or number of laps or by adding time to a car's total elapsed time at the conclusion of the race. Penalties may be imposed as listed under green flag conditions or may be imposed under full course yellow conditions at double the listed time (unless specifically required to be served under green flag conditions). The following standard time penalties will be imposed by a Grand-Am Official during an Event -
- 8-9.1 Any individuals over the pit wall prior to the car stopping in the pit - 10 seconds

- 8-9.2 Too many individuals over the wall and/or working on the car during a pit stop - 20 seconds
- 8-9.3 Working under the car during fueling, or without jack stands - 60 seconds
- 8-9.4 Leaving the pit with pit equipment, hoses, tools, etc. still attached to the car - stop and go plus 60 second penalty under green flag condition
- 8-9.5 Hitting or running over pit equipment while leaving the pit or hitting car components or wheels while leaving the pit - stop and go plus 60 seconds penalty under green flag condition
- 8-9.6 Having any equipment over the wall prior to the car stopping in the pit - 10 seconds
- 8-9.7 Exceeding the designated pit lane speed - Automatic drive-through the pit lane penalty
- 8-9.8 Individual over the pit wall in improper attire - 10 seconds and person will be ejected from the pits
- 8-9.9 Fire bottle improperly manned - 10 seconds
- 8-9.10 Improper or inoperative dead-man valve on the fueling rig - 60 seconds
- 8-9.11 Exposed facial hair or eye protection not in place on the fueler during a pit stop - 10 seconds
- 8-9.12 Passing or initiating a pass before crossing the starting line at the start or restart of the race. (Jumping the start) - stop and go penalty.
- 8-9.13 Manipulation of the pace/speed and/or the spacing on a restart - Automatic drive-through the pit lane penalty.
- 8-9.14 Shortcutting the racetrack - Automatic drive-through the pit lane penalty.
- 8-9.15 Grand-Am Officials may impose other or additional lap or time penalties, as they deem appropriate under the circumstances. Lap or time penalties are not subject to appeal.
- 8-9.16 Any penalty required to be served under green flag conditions must be served while the course is green and after the car has received the green flag at start/finish on the track.

#### **8-10 Qualifying –**

- 8-10.1 Once practice has begun, all driver changes may only be made at the event tech office up to two hours prior to the start of qualifying, The qualifying driver must be the driver starting the race whether the car is qualified or not. Following this point in time, no driver points will be awarded for any driver that is changed. Driver changes are not permitted following qualifying without specific authorization of the race director and for specific reason. In the event that a car does not run in qualifying the starting drivers name must be turned into the Grand-Am trailer immediately after qualifying
- 8-10.2 In all events less than six hours, or 500 miles in length, all cars must start the race with the engine used in qualifying in order to retain their grid position, if not the car must start the race from the back of their class grid. Any engine changes must be reported in writing to Grand-Am.
- 8-10.3 In the event that qualifying is canceled; the starting grid will be determined by the Team point standings as follows -
  1. Daytona Prototypes by points followed by Daytona Prototypes without points by practice times.
  2. GT by points followed by GT without points by practice times.
 If no practice times exist, grid positions for teams without points will be determined at Grand-Am's discretion. In Rolex Sports Car Series where there are two categories, all Daytona Prototypes will be gridded in front of all GT cars. In KONI Challenge Series races where there are two categories, all GS cars will be gridded in front of the ST cars.
- 8-10.4 Once a car has arrived at its pit box, any work may be done with the exception of adding fuel or changing tires. All cars competing in qualifying must arrive on their qualifying tires.
- 8-10.5 Once the car has left the pit to enter the track, the car may not be touched except for the driver exiting the vehicle. Permission must be given by Grand-Am officials to touch or move the car. Any violation of this will result in loss of their qualifying position.
- 8-10.6 Any competitor, determined to have caused a "black flag all" stoppage of an official qualifying session, will have their fastest lap time up until that point deleted, and will not be permitted to complete the qualifying session.
- 8-10.7 Grand-Am may assign a qualifying order.

- 8-11 Testing** – Competitors may not test at a race facility within two weeks of an Event at that facility, unless Grand-Am authorized such a test as open to all competitors. Grand-Am reserves the right to restrict all testing allowed on a series by series basis. Any testing at a race facility outside of the two week window of an event at that facility must be specifically approved by Grand-Am.
- 8-11.1 Each Daytona Prototype Entrant is specifically prohibited from any independent testing or non Grand-Am sanctioned racing event without prior Grand-Am knowledge or approval. This includes all forms of testing whether it on or off track. All testing must be conducted on the series approved Pirelli tires as delivered by the tire manufacturer.
  - 8-11.2 Each Rolex Sports Car Series presented by Cask No. 16 Entrant must provide a written request and must include full information (who, what, when, where and why) in every testing request. All unsanctioned tests must be requested at least two weeks in advance of the anticipated testing dates and this information will be made public on the Grand-Am website.
  - 8-11.3 Rolex teams may not test at a scheduled track prior to racing there within the calendar year. Track testing may be authorized for Rolex teams at a scheduled track after the Series has raced there.
  - 8-11.4 All Daytona Prototype tires for testing are controlled by Grand-Am. Any new team will be allowed a one time allocation of six sets of tires per car for initial familiarization and non-Grand-Am track testing.
  - 8-11.5 Entrants who engage in with testing without proper notification and approval from Grand-Am, conduct any type of testing that has not been submitted and approved, or conduct testing with non-series specific tires will be subject to the following:  
If Grand-Am officials determine that the testing policy has been violated the entrant and drivers will have their Grand-Am privileges taken away for a period of one year. The results of Grand-Am's investigation and subsequent decisions cannot be appealed.

## **SECTION 9 - RACE PROCEDURE and FLAG RULES**

- 9-1 General** – Grand-Am Officials will use flags, as set forth in this section, for the purpose of providing drivers with information. Grand-Am Officials may use light signals in addition to or in lieu of flags. If a driver is informed of a decision or event by Grand-Am Officials in a manner other than by use of flags or light signals, then use of a flag or light signal in that situation is not necessary. The procedure for use of flags and/or lights by Grand-Am Officials may vary for individual series or races. It is strictly forbidden for any competitor to enter race control or timing and scoring at any time while the circuit is in operation. It is strictly forbidden for any competitor to enter the T.V. production trucks or compound during a competition.
- 9-2 Mandatory Pit Stop Time**
- 9-2.1 Time for mandatory pit stops will be measured at the line that indicates the start of the pit lane speed limit at the entrance of the pits.
- 9-3 Flag Signals** – The following standard flag signals will be used by Grand-Am Officials to advise participants of various specific instructions and conditions.
- 9-3.1 Green Flag – Start of race, track is clear, cancellation of a previous flag condition.
  - 9-3.2 Red Flag – The race is stopped. It will be displayed only at the start/finish flag position. In the event a red flag is displayed, a stationary black flag will also be displayed at each flagging station simultaneously with the red flag at the start/finish position. All drivers must reduce speed and be prepared to stop at any time. No passing is allowed. All drivers must proceed in single file order back to the pit lane (not your pit spot) and wait further instructions from Grand-Am Officials in the pits. Competitor may not perform any type of service on their racecar, including those already in pit lane prior to the display of the red flag, until the race is restarted. The red flag is also used in the pit lane to control exiting from the pit lane area.
  - 9-3.3 Yellow Flag – If the yellow flag is displayed in a motionless manner, it means danger, no passing, be prepared to slow down, course workers may be adjacent to the course. If the yellow flag is waved, it means extreme danger, no passing, be prepared to slow down, course workers are on the course. In either case, Competitors must be prepared to stop or take avoiding action.



- 9-3.4 **Double Yellows all stations** – means full course yellow, danger, be prepared to slow down, no passing, course workers may be on the course, and the safety car will be on the course. Competitors must be prepared to stop or take avoiding action.
- 9-3.5 White Flag – If the white flag is displayed in a motionless manner, it means a slow moving racecar, service vehicle, tow truck, ambulance or fire truck is ahead. If the white flag is waved and displayed at start/finish line only, it means the start of the last lap. When used at start/finish to signify the last lap, the white flag will be displayed to the leader first and then to the remainder of the Competitors.
- 9-3.6 Yellow Flag with Red Stripes – Slippery surface or debris on the racing surface ahead.
- 9-3.7 Blue Flag (or Blue Flag with Orange Diagonal) – If the blue flag is displayed to a Competitor in a motionless manner, it means another Competitor is following or catching the flagged Competitor and may be trying to pass. If the blue flag is waved, the Competitor to whom it is displayed must give way to the Competitor trying to pass. The blue flag is ordinarily used for a Competitor who is unaware of an overtaking Competitor or is clearly obstructing another Competitor.
- 9-3.8 Black Flag – If the black flag is displayed to a Competitor in a furled manner, it means the Competitor has committed an act of unsportsmanlike conduct. The Competitor must discontinue the unsportsmanlike conduct or be penalized. If the black flag is waved at a Competitor, the Competitor must stop in his or her pit on the next pass by the pit area for consultation with a Grand-Am Official. It means that the Competitor has committed an infraction of the Rule Book or an act of unsportsmanlike conduct. The Race Director will halt the timing and scoring of a Competitor who fails to obey a waving black flag after three consecutive laps.  
Grand-Am may substitute the waved black flag or black flag with orange disc at start/finish line with an official directive to the team in pit lane to call the car in by radio. Race Director may halt the scoring of the car following three crossings of the start finish line following the official directive.
- 9-3.9 Black Flag with Orange Disc – The Competitor's car has a mechanical problem. When this flag is displayed to a Competitor, they must report to their pit on the next lap.
- 9-3.10 Black and White Checkered Flag – End of race or session. All Competitors may take a cool off lap at reduced speed or immediately return to the pit lane.
- 9-3.11 Black-Flag All – When the black flag is displayed to all Competitors, from the start/finish line and all corner stations it means there is an interruption of practice or qualifying. All Competitors on the course must return to the pits immediately, and may expect the practice or qualifying session to resume when the temporary situation giving rise to the black flag is corrected. Passing/overtaking is permitted.
- 9-3.12 All cars running in an official practice, qualifying or race session must be equipped with a Delphi Safety light system. All 2009 registered cars will be provided a light, antenna and wiring instructions for the in car light system with their vehicle registration. The team must supply additional wiring per the installation instructions. The yellow warning light must be prominently located on the cars dash in clear line of sight for the driver. The activating receiver will be provided by Grand-Am in tech inspection and will remain the property of Grand-Am at all times. Teams will be required to surrender the receiver when asked by Grand-Am. The fine for a lost or damaged receiver is \$2,000.

#### **9-4 Safety/Pace Car –**

- 9-4.1 The Race Director may dispatch the safety car at any time during an event to neutralize the racing and correct a hazardous situation on course. The safety car will be dispatched following the activation of the in-car Delphi caution lights and the display of double yellow flags at all corner stations. The pit entrance is closed at once at this time..
- 9-4.2 All cars must continue to respect the flag signals around the course and exercise extra caution in the area of the full course yellow incident. Otherwise all cars must close up to the rear of the line of cars behind the safety car as quickly as possible
- 9-4.3 Where possible, the safety car will be dispatched in front of the leader. It is the responsibility of the lead car to reduce speed to a level that will allow the safety car to safely enter the track in front of the lead car as well as allow the balance of the competitors to close up in single file in the shortest time possible. On the initial out lap or

as soon as the race director deems it safe to do so, the safety car will wave by any cars in front of the leader in order to achieve this.

- 9-4.4 In events where the cars are equipped with the Delphi caution light system, the activation of the in-car caution light signifies a full course yellow and all competition is suspended. In events where the system is not in use, the display of double yellow flags at each flag station signifies the suspension of competition, and no overtaking is permitted following the plane determined by the first visible yellow flag location. The in- car Delphi caution system and/or the display of yellow track caution lights and/or double yellow flags will signify a full course caution condition and the intervention of the safety car. Upon the display of any of these caution systems, several conditions and activities take place simultaneously. All competition is suspended, passing is not permitted anywhere on the circuit and safety and medical crews may be dispatched directly to the scene of the incident. All competitors must close up the gap and join the back of the line of cars behind the safety car as quickly and safely as possible and follow in single file. The pit entrance will be closed immediately upon the display of any of the caution systems. At the event pre-race driver's briefing, a point prior to pit entry will be identified determining whether a car has achieved pit lane prior to the display of the yellow safety system or not. In two class events, at the first time by pit entrance for the field, in line behind the safety car, the pit lane opens automatically for the top class (Daytona Prototype, GS) only. The second class of cars (GT, ST) must remain on course behind the safety car. On the second pass past pit entrance, by the safety car and field, the pit lane is automatically open for only the second class cars. Following their pit stops, all cars must proceed at speed to regain the end of the line of cars behind the safety car as quickly and safely as possible in order to be prepared to re-start as soon as possible. On the third (or more) time past pit entrance behind the safety car, any car from any class may pit. In single class events the pit lane will open for the single class as above, the first time by behind the safety car. Competitors should be prepared to go back to green flag racing at the completion of the next lap behind the safety car (second yellow lap). Any car unable to maintain the pace of the safety car during a full course yellow situation due to a mechanical problem may pit at any time to address the mechanical problem only. Any additional work that is performed on the car, other than the specific mechanical issue, will result in an "out of sequence" penalty. Any car stopping in his designated pit box out of the above sequence under a full course yellow condition, regardless of whether work is performed or not, will be assessed a stop and go plus 20 second penalty following the return to green flag racing.
- 9-4.5 When the race leader is not the first car behind the safety car on the out-lap, drivers of all cars between the safety car and race leader must pull out to the right and pass the safety car as directed and proceed around the track in single file in order to rejoin at the rear of the line. In two class races, all cars in the second class, between the safety car and the second class leader, must pull out to the right and pass all cars up to the safety car, including the safety car and then proceed around the track at speed to regain the rear of the line as quickly as possible unless otherwise directed. Any cars that fail to do so by the first time the safety car passes pit entrance must remain in line where they are behind the safety car and the procedure will continue as outlined in the regulations.
- 9-4.6 Competitors on pit lane must not pass/overtake the safety car on course and may only reenter the course under the specific signals of the Pit Exit Marshal. Competitors leaving the pit road must fall into single file at the rear of the field after the main field has passed the pit exit.
- 9-4.7 Should the lead car fail to properly reduce speed to facilitate the proper insertion of the safety car or if the lead car does not maintain the pace of the safety car, the lead car may be assessed a penalty.
- 9-4.8 When it is clear that the full course caution is no longer needed, the lights on the pace car will go out. Teams will be notified that racing will resume when the safety car is recalled at the conclusion of that lap.

9-4.9 When the green flag is displayed at the starter stand. The in-car Delphi caution lights will be extinguished. All cars between a pre-designated point on the race track and the starter stand (announced at the pre-race drivers meeting), must remain in position and in line until they have crossed the start/finish line. They may then engage in open competition. Cars that have not yet reached the designated point may resume racing once their in-car Delphi caution light is extinguished and the double yellow flags are with drawn.

**9-5 Rules When Away From the Pits** – Only a driver may refuel or service an automobile within the first line of protection on the circuit and only with the approval of the appropriate Course Marshal and the Race Director. Crew members or other outside assistance is not permitted within the first line of protection on the circuit at any time. The Race Director must be notified in advance of a driver change taking place on the course. Course Marshals may push or tow a disabled automobile to a safe location without penalty to the Competitor. A driver may not push his car except in pit lane.

**9-6 Pit Lane Regulations** –

9-6.1 Ordinarily, signaling at the pit wall is not permitted. The crossing of pit lane is not allowed except with specific permission and under the direction of a Grand-Am pit official.

9-6.2 At no time may individuals sit, stand or straddle the pit wall. During any on track session, all team members and equipment must remain behind the pit wall until the car has come to a complete stop in its designated pit, except that a pole-mounted signal may be extended over the wall to guide a car to its pit stall once it enters pit lane. During a race, a maximum of four people total (crew members and/or industry representatives) are permitted over the pit wall at any one time to perform service on the car. During a pit stop an individual will be determined to be over the wall when a minimum of one foot is on the ground in the hot pit. Individuals assisting in the service of the car from behind the wall must keep both feet on the ground, (or whatever they are standing on), at all times. During practice, qualifying, or sanctioned testing, a maximum of four individuals may be over the wall servicing the car; however industry representatives will not be counted in this total. All tools and equipment must be stored or used within the designated pit box behind and in front of the pit wall. Each team is responsible for the safe dispatch of their car out of their pit box into pit lane. Cars already in pit lane have the right of way over cars leaving their pit box.

9-6.3 The only other individuals permitted over the pit wall are a crewmember or driver assisting a driver entering the car. The driver exiting the car or the individual assisting the entering driver must immediately move behind the pit wall and may not perform any other function during the pit stop. The designated team fireperson manning a fire extinguisher must be over the wall at all times when fueling takes place.

9-6.4 Whenever a team member is working under a car in pit lane the car must be supported by Jack Stands/Safety Supports acceptable to Grand-Am Officials. Fueling is not permitted while the car is on Jack Stands.

9-6.5 Immediately prior to and during a pit stop, equipment or tools may be rested upon the pit wall prior to being passed over the wall, so long as they are in the hands of crew members. Prior to leaving the pit, the racecar must be free of all hoses, tools, etc. At no time may a car be driven over or hit tools, airlines, parts, wheels, etc. Any equipment or tools that interfere with another car's stop, or come loose from the pit box area, will be considered an "unsafe" situation and a penalty will be assessed. The team is responsible for the safe signaling of their car back into pit lane traffic. At the conclusion of a pit stop the crew must promptly return all equipment, clean all spills and return themselves behind the pit wall.

9-6.6 Pit Lane Traffic – No car may be driven under its own power in reverse or against traffic in pit lane. A driver who overshoots his pit must either continue on and complete another lap or be pushed in reverse by his crew. The driver, crew, and/or Grand-Am Officials may push a car in pit lane; also a car in pit lane may be push-started under supervision of a Pit Marshal.

9-6.7 Removal from the Pits – Cars may be removed from the pits during a race only with permission from a Grand-Am Official. The Official may permit the removal of a car from pit lane in order to complete work on the car that is hazardous or inconvenient to perform

in the pits. The Race Director may assign a Pit Marshal to observe the work being done outside the pits.

9-6.8 Pit Equipment –

Uniforms – All crewmembers must wear clean uniforms, at all times during practice, qualifying and races. Tank tops, short pants and other inappropriate attire will not be permitted in the hot pit area. Whenever a car is in the pits during a race where fueling is required, crewmembers, industry representatives and all other individuals over the pit wall must wear a full-fire resistant suit on their exterior (see fueling regulations). Fuelers and fire bottle men must also wear fire resistant gloves, shoes, socks, Balaclava and eye protection (goggles or full face shield helmet) during fueling. It is recommended that all crew members wear fire resistant gloves, shoes and socks at all times when fueling is taking place.

General – Body parts, fuel, air tanks, parts, tools, wheels, etc. must be stored in the pit in such a way that they do not block or infringe on any fire lanes or designated safety zones. At the end of each on-track session, teams must remove or relocate their pit equipment in order to clear the working pit area for other competitor groups. No four-wheeler tug vehicles, golf carts or any other type of vehicle are permitted in pit lane.

Air Tanks – Compressed air tanks must be securely fastened or anchored once their protective caps are removed. A protective cage must be installed around the regulator and fittings at all times.

Tools – No electric or potential spark producing tools may be used in the pits.

Pit Structures – No structure or fixture may extend outward over the pit wall into pit lane. Maximum Height of any pit structure is 14 ft.

Tow vehicles- The use of powered tow vehicles is not permitted in the hot pit lane at any time.

9-6.9 Pit set up- At the Crew Chief meeting at each event, Grand-Am will detail the specific pit set up and equipment movement procedures specific to each track and event program. These procedures will then become part of the supplemental regulations for that specific event. This includes all fueling equipment, timing stands, tires, tools and pit carts. Fuel rigs may not be set up in pit lane until the day of the race, and may be filled only after inspection and verification of legality by Grand-Am Officials for that event-

9-6.10 Crew Chief must display hard card at all times when on pit lane.

9-6.11 Each race car pit must have a fully charged 10lb. ABC fire extinguisher present at all times.

**9-7 Fueling –**

All fueling in pit lane during a race must be done with a gravity-fed fueling rig. The fueling rig must be used as designed and delivered from the manufacturer, with no modifications of any kind. BSR fuel rig part # BSR FR 2005GA will be the only permitted fueling rig with implementation as follows: The maximum overall height of 6 feet (excluding the vent) is measured from the pit lane surface. The fuel rig must have adjustable legs in order to compensate for various track/pit lane pavement levels. No part of the fuel rig, its fittings, or hoses may protrude past the plane of the pit wall. The fuel hose must be a clear 1.5-inch ID with a minimum length of 10 feet. The automatic shut off valve must be manned during fueling. The shut off valve must immediately stop the flow of fuel into the hose when it is manually released. The valve may not be fitted with any device that allows it to stay in the open position. Each fueling hose must be fitted with a BSR Blue one inch restrictor used to connect the clear 1.5-inch ID fuel hose to the clear 2 ¼ inch ID hose on dry break fueling probe. All fuel must pass through the restrictor. Daytona Prototype fuel rigs may machine the blue restrictor to an inside dimension of 1.300 with square edges A clear 1.5 inch ID hose must connect the BSR Red one inch adapter to the fuel rig. A 2 ¼ inch ID clear hose must connect the red adaptor to the dry break probe. All fuel must pass through the restrictor and adapter. No other connectors or adapters are permitted in the system. No tapered fittings or cone like devices are permitted in the refueling system. Sight tubes may be added to the fuel rig.

To prevent spills when filling fuel rigs it is allowed to use a discriminator valve on the fill cap of the fuel rig. It is required that the dead man assembly be supported to the fuel rig

legs or tank brackets. A second dead man valve can be installed in the fuel rig vent stack. The 1.5-inch hose coupler to the fuel supply hose from the fuel rig may be bored to a maximum size of 1.300 inches. A 90 degree fitting Part # BSR.P.5F90 may be substituted for the 45 degree exit fitting on the fuel rig. The only permitted dry break is the unmodified ATL red head # RE105

Mandatory Supplier: BSR Products, contact Bill Seifert at 800-432-2798

Cars in KONI Challenge may use # PP125DVR10 dual valve with 1 inch restrictor installed.

- 9-7.1 A dual probe fuel and vent dry break coupler system must be fitted to the fuel and vent hoses (Rolex Series). KONI Challenge cars may be fueled using single or double dry break fueling systems.
- 9-7.2 Unless supplemental regulations specified otherwise the following applies. At races that are under three hours in length Rolex teams can only store fuel in their overhead fueling rigs. Other fuel storage is not permitted. At races over three hours in length, Rolex teams are permitted to store up to 55 gallons of fuel over what is in their overhead fueling rigs.
- 9-7.3 During all races that are less than three hours Rolex teams may only fill the refueling rig **ONCE** immediately after the refueling rig has been inspected.
- 9-7.4 No leakage or spillage of fuel will be tolerated.
- 9-7.5 The fueling rig may not be refilled during a pit stop. The addition of weight or any other force is not permitted on or in the fueling tank for the purposes of increased fuel flow beyond that of normal gravity.
- 9-7.6 Fuel must be transferred by approved air or manual pumps only. Open fuel transfer is not permitted.
- 9-7.7 The driver may remain in the car and the engine may be left running during fueling. No Competitor may work under the car while fueling is in process.
- 9-7.8 Fueling on the starting grid is not permitted.
- 9-7.9 During practice, cars may be fueled in pit lane from a vented container no larger than 5 U.S. gallons in capacity and equipped with a dry break fitting. All fuel handlers must be fully attired in the proper safety gear.
- 9-7.10 Fueling during qualifying is not permitted.
- 9-7.11 All fueling during a race must take place in the pit lane unless a car is out of fuel, in which case the car may be fueled on course with permission of Grand-Am Officials.
- 9-7.12 All cars must be fitted with a dual fuel/vent probe system (Rolex only).
- 9-7.13 Anytime fueling is taking place, or fuel is being transferred, a fully charged manned 10 lb. ABC fire extinguisher must be present.

## **9-8 Fueling In The Paddock**

- 9-8.1 When fueling in the paddock area, proper protective clothing must be worn (See 9-6.8) and there must be a manned fire extinguisher present. Fueling cars inside permanent garage buildings is not permitted. FAILURE TO FOLLOW THESE PROCEDURES WILL RESULT IN LOSS OF TRACK TIME.

## **9-9 Paddock Requirements**

- 9-9.1 Maximum truck and trailer length is 76 feet not including tailgate. All slide outs must be on the awning side of the trailer.
- 9-9.2 Maximum awning sizes are listed below;
  - One Daytona Prototype 75ft L X 21ft W
  - Two Daytona Prototype 75ft L X 30ft W
  - One GT or one KONI Challenge 75ft L X 18ft W
  - Two GT's or two KONI Challenge 75ft L X 26ft WMultiple car teams (more than two cars) will be given further consideration. All team equipment must fit within the awning footprint.
- 9-9.3 Support trailers and or Motorhomes (Daytona Prototype constructors exempt) are not allowed in the paddock area.
- 9-9.4 All pit equipment must have car number and series ID displayed at all times.
- 9-9.5 All team transporters must display the Grand-Am and series logo identification as indicated on the transporter diagram using the Grand-Am supplied identification.

## SECTION 10 - TIMING AND SCORING

- 10-1 Official Scoring** – The Grand-Am Official designated by Grand-Am to be the Official Scorer for an Event is responsible for timing and scoring the Event. The decisions of the Official Scorer, with respect to timing and scoring, are final unless the Official Scorer elects to request a re-check by Grand-Am Headquarters or when the Official Scorer is asked by a Team Manager, who has competed in the Event, to submit a request for such re-check to Grand-Am Headquarters. All results will remain unofficial until 24 hours following the conclusion of the race.
- 10-2 Scoring Re-check Procedure** – A Team Manager asking the Official Scorer to submit a request for a re-check to Grand-Am Headquarters must do so in writing within 20 minutes after the declaration of finishing positions has been made by Grand-Am Officials. The finishing positions of an Event, including any individual race, time trial, or qualifying race, shall not be considered official if a re-check is requested as provided herein, in which case the results of the Event shall be considered official upon the announcement of the re-check decision by Grand-Am Headquarters. If the Official Scorer elects to request a re-check of the timing or scoring of an Event, the Official Scorer shall promptly forward to Grand-Am Headquarters the request and scoring data for the Event. If a Team Manager who has competed in the Event asks the Official Scorer to request such a re-check, the Official Scorer shall promptly forward to Grand-Am Headquarters the request and scoring data for the Event, accompanied by a \$500.00 non-refundable service fee collected from the Team Manager. Decisions of Grand-Am Headquarters on a scoring re-check are final, non-appealable and non-litigable.
- 10-3 Transmitters** - All cars must be fitted (left front wheel well) with a Grand-Am specified driver I.D. AMB transmitter during all official practice, qualifying and race sessions. The one time cost is \$1450.00 for a new transmitter and wiring harness from Grand-Am. The team must record and confirm the transmitter number on their car during tech inspection. Improper use of or loss of the transmitter during any official practice, qualifying or race session requires stopping for repair or replacement immediately.

## SECTION 11 - GRAND-AM OFFICIALS

- 11-1 Officials** – The Grand-Am Officials responsible for the orderly conduct of an Event are as follows –
- 11-1.1 Vice President of Competition
  - 11-1.2 Managing Director of Competition / Race Director
  - 11-1.3 Race Operations Manager
  - 11-1.4 Technical Manager
  - 11-1.5 Series Manager
  - 11-1.6 Starter / Flag Marshals
  - 11-1.7 Pit/Paddock/Grid Marshals
  - 11-1.8 Chief Registrar/Registrars
  - 11-1.9 Press Officer
  - 11-1.10 Timing and Scoring Manager
  - 11-1.11 Safety Car Team
  - 11-1.12 The above Grand-Am Officials may delegate part of their duties to assistants.
- 11-2 Conduct** – Every Grand-Am Official is expected to conduct himself or herself in a manner that will reflect positively on the sport of automobile racing, and that is in accordance with these Regulations, at all times. A Grand-Am Official shall have no responsibility or authority beyond his position, but a single Grand-Am Official may hold more than one position.
- 11-3 Duties** –
- 11-3.1 **Vice President of Competition** – Executive responsible for all aspects of Grand-Am Competition and Event Operations.
  - 11-3.2 **Managing Director of Competition / Race Director** - This individual is the chief executive in charge of the overall competition and operations at Grand-Am Events. This individual is responsible for the overall conduct of an event and had the authority and responsibility to-
    - Execute the program of events and activities per the schedule published in the Supplemental Regulations /Official Entry Form.
    - Maintain order with respect to the conduct of the event.

- Receive and process protests in accordance with section 14.
- Authorize driver changes.
- Modify or alter the Supplementary Regulations or schedule as may be appropriate in light of local conditions.
- Determine whether conditions are suitable to commence and continue the event.
- Assess penalties
- Replace any Grand Am Official unable to perform his or her duties.
- Compile a report on an Event if requested by another Grand-Am Supervisory Official.
- Remove from Competition any competitor failing to maintain the race pace

The Managing Director of Competition /Race Director may delegate or share the responsibilities with or to the Race Operations Manager and may appoint other Officials as needed to fulfill specific duties.

- 11-3.3 **Race Operations Manager**– This position has the authority and responsibility to execute any of the tasks listed above as directed by the Managing Director of Competition or the Director of Race operations.
- 11-3.4 **Technical Manager** – This position has the authority and responsibility to research and obtain data and technical information and develop technical procedures, as directed by the Director of Race Operations.
- 11-3.5 **Series Manager**- This position has the authority and responsibility to-
- maintain order with respect to conduct and procedure of the series at an event.
  - assign at track staff duties.
  - assess penalties in conjunction with the Race Director.
  - maintain and modify , as needed the series procedural regulations.
  - remove from competition any competitor failing to maintain race pace/
  - compile a report on an event if requested by another Grand Am supervisory Official
  - establish and direct event procedures
  - to execute any other tasks assigned by the Race Director
- 11-3.6 Starter/Flag Marshals – The Starter and Flag Marshals operate directly under the Race Director and control Competitors from the time the automobiles enter the course until the conclusion of the Event and all Competitors have returned to the pit/paddock area.
- 11-3.7 Pit/Paddock/Grid Marshals – These Marshals are responsible for the orderly organization of the pit and paddock area, pit lane assignments, gridding cars in correct starting order, maintaining traffic flow between the paddock and pit areas, and enforcing pit lane regulations during practice, qualifying and racing.
- 11-3.8 Chief Registrar – The Chief Registrar and assistants are responsible for the necessary entry verification, membership and issuance of credentials in accordance with the Supplementary Regulations for the Event.
- 11-3.9 Timing and Scoring Manager – The Timing and Scoring Manager and assistants are responsible for the accurate timing and scoring of all practice, qualifying and racing activities. He or she maintains all point championships and is required to produce and maintain at Grand-Am Headquarters a complete record of each Event for historical purposes.
- 11-3.10 Safety Car Team – The Safety Car Team is responsible for the orderly execution, under the Race Director's direction, of all caution periods during a race and the coordination of all pace car activities prior to the race, including pace laps.
- 11-3.11 Other – Other officials may be appointed as needed to fulfill specific duties.

## **SECTION 12 - PENALTIES**

- 12-1 Penalties** – Any Grand-Am Member who violates the Grand-Am Regulations, or attempts to bribe anyone involved with an Event, or is party to a fraud or any act detrimental to the sport of automobile racing or an Event, may be penalized by the Race Director or by a court convened by the Race Director.
- 12-2 Range of Penalties** – More than one penalty may be imposed for the same offense. Penalties may be imposed in order of severity as follows -
- 12-2.1 Warning/Probation – The Race Director may impose a definite or indefinite period of warning/probation.

- 12-2.2 Fine – The Race Director may impose a monetary fine of up to and including \$25,000.00. Fines must be paid within one week of the date the Race Director notifies the Competitor of the imposition of the fine. At the request of the Race Director, Grand-Am Headquarters will withhold or deduct prize moneys owed to a Competitor until all fines for which the Competitor is responsible are paid in full. A Competitor may not participate in an Event until all fines are paid in full.
- 12-2.3 Loss of Points – The Race Director may take away driver, team, and/or manufacturer points otherwise awarded for a specific Event.
- 12-2.4 Disqualification – The Race Director or an appointed court may disqualify a Competitor from an Event. If a Competitor is disqualified, he or she will forfeit any monetary or point awards otherwise awarded for that Event.
- 12-2.5 Suspension – The Race Director or an appointed court may suspend a Competitor's license/membership to compete for an indefinite or definite period of time.
- 12-2.6 Loss of Accrued Points/Expulsion – A court appointed by the Race Director may eliminate all accrued championship points and/or expel a Competitor.

### **SECTION 13 - PROTESTS**

- 13-1 Matters Subject to Protest** – If a Grand-Am Member who is a Competitor believes that another Competitor has or will obtain a significant unfair competitive advantage by some action that the Member believes is in violation of the Grand-Am Regulations, the entrant may protest such action to the Race Director. Protests will not be accepted that are directed to a decision of a Grand-Am Official or Supervisory Official on any subject not specifically provided for in these rules. Such subjects include, but are not limited to timing and scoring decisions (except as set forth in Section 11), inspection decisions and race procedure decisions.
- 13-2 Form** - Protests must be delivered to the Race Director in writing, specifically stating the regulation violated, signed by the entrant, and accompanied by a protest fee, in cash of \$2,500 U.S. Dollars.
- 13-3 Time Limits** – A protest must be received by the Race Director within the following time limits -
  - 13-3.1 Any protest that a Competitor's car, car parts or equipment do not meet the specifications for the Event must be received prior to the scheduled close of technical inspection for the relevant Event.
  - 13-3.2 Any protest against a Competitor's sporting rule violation during qualifying or a race must be received within thirty (30) minutes after the official completion of the qualifying attempt or race.
- 13-4 Protests Against Cars** – If a protest is made against a car's eligibility, the protestor must provide, in addition to the written protest, a protest fee, in cash of \$2,500 U.S. dollars.
  - 13-4.1 If the protest is found to be valid, the cash deposit will be returned to the protestor. If the Competitor who was protested is found legal the deposit is paid them.
  - 13-4.2 Any Competitor who does not allow inspection of his or her car in connection with a particular Event is subject to immediate disqualification from the Event.
- 13-5 Disposition of Protests** – The Race Director shall first decide whether the matter is protestable, and if so shall decide the protest, or appoint a group of Grand-Am Officials to decide the protest, as promptly as possible, and shall inform the parties to the protest of the decision. A decision that the matter is not protestable is final and non-appealable. The Race Director (or the appointed Officials) will, as soon as practical, hear all parties and gather all appropriate information deemed relevant to the protest. In deciding the protest, the Race Director (or the appointed Officials) may take whatever action he or she deems appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualifications, suspension or fines, and/or loss of finishing position(s) in the Event), awarding or subtracting points, or taking no action.
- 13-6 Awards** – Prizes and awards will be distributed after the protest is determined, or at such later time as all protests affecting the results of the Event are resolved.
- 13-7 Malicious Protests** – Any Competitor who makes a protest that, in the judgment of the Race Director or appointed Officials, is malicious or frivolous or otherwise presented in bad faith, may be penalized pursuant to Section 12.



## SECTION 14 - APPEALS

- 14-1 Appeals –**
- 14-1.1 A Competitor may file an appeal against a penalty or protest a decision imposed by the Race Director or Grand-Am Officials affecting him or her, provided written notice of the appeal is given by the Competitor to the Race Director in writing within one hour of the receipt of the penalty or within one hour of the announcement of the protest decision.
- 14-1.2 Decisions by Grand-Am Officials at the track involving race procedures are final and non-appealable and only subject to review by Grand-Am if Officials determine that extraordinary circumstances exist that require such review.
- 14-1.3 Any Member or applicant whose membership application has been rejected or whose membership has been terminated may appeal such decision to the Commissioner.
- 14-2 Appeals Board –** A competitor is entitled to file an initial appeal to Grand-Am Supervisory Officials, and, if not satisfied with the result, to file a final appeal. The Commissioner is responsible for the orderly administration of final appeals. The appeals board may act with a quorum of three individuals.
- 14-3 Effect –** Filing an appeal will have no effect on the implementation of the penalty or protest decision that is the subject of the appeal, unless the Commissioner determines in his or her sole discretion to the contrary. Prizes and awards may be withheld by Grand-Am until such time as the appeal process is complete.
- 14-4 Form –** Appeals must be in writing and signed by the appellant. Initial appeals must be received by the Race Director and accompanied by a \$1,500.00 cash U.S. dollars appeal fee. With respect to an appeal of a protest decision, an appellant must notify the appeals board within 30 minutes of an initial appeal decision relating to a protest decision if he intends to present a final appeal to the Commissioner. Any final written appeal, whether relating to a penalty or protest decision, must be received by the Commissioner within three days of the initial appeal decision, accompanied by an additional \$1,500.00 cash U.S. dollars final appeal fee.
- 14-5 Hearings –** Initial appeals will be heard as soon as practical. For appeals involving a protest decision, all efforts will be made to administer the appeal prior to the conclusion of, or as promptly as possible after, the Event. The appeals board will establish the most appropriate procedure for hearing the appeal and shall inform all parties of the procedure prior to the hearing. Appellants and other involved parties may appear in person at hearings but may not be represented by another individual or attorney. Any Member summoned by the appeals board who refuses to appear may be subject to a penalty issued pursuant to Section 12. A majority of the appeals board must concur to modify any penalty or determine an appeal. If the appeals board fails to agree on any action, the appeal shall be forwarded to the Commissioner for final decision.
- 14-6 Final Appeals –** A Member may file with the Commissioner a final appeal against a judgment in an initial appeal affecting him. The Commissioner may choose to hear or not hear a final appeal, or may choose to review the written documentation and base his/her decision on the evidence presented at the initial appeal. The Commissioner's decision as to whether or not a final appeal should be heard is final and non-appealable. The Commissioner may hear the final appeal personally or may convene an appeals board to assist him in the final appeal. The final decision on the appeal, however, shall be made by the Commissioner. All parties will be informed of the time and place of any final appeal hearing. The Commissioner or parties may at their own expense call witnesses or present evidence, but any party must present his or her own case and may not be represented at the appeal by another individual or attorney. No other persons may be present at the final appeal hearing except those permitted by the Commissioner.
- 14-7 Appeal Decisions –** The initial appeal board or Commissioner may vacate, decrease or increase penalties previously imposed (or assess additional penalties), and may vacate, modify or uphold protest decisions, but may not order an Event re-run. The Commissioner and appeals board may publish their decision, and they may include the names of the parties involved. No Member shall have any right of action or claim against the Commissioner or appeals board.
- 14-8 Malicious Appeals –** The Commissioner may penalize in accordance with Section 12 the proponent of any appeal judged to be malicious or frivolous or otherwise presented in bad faith.

## SECTION 15 - PRIZES, POINT FUNDS AND AWARDS

- 15-1 Sole Authority** – Grand-Am is the only authority for awarding of all Grand-Am Event prizes and Grand-Am series points and awards, and naming of all series champions.
- 15-2 Event Prizes** – Prizes and awards for all Events will be distributed by Grand-Am in accordance with the Official Entry form for that Event. Grand-Am Members agree to abide by decisions of Grand-Am with respect to the establishment and distribution of such prizes and awards.
- 15-3 Point Funds** – Grand-Am may establish a point fund.
- 15-4 Point Awards -**
- 15-4.1 Grand-Am will award points in each class by finishing position as follows -
- |           |           |            |
|-----------|-----------|------------|
| 1. ....35 | 11. ...20 | 21. ... 10 |
| 2. ....32 | 12. ...19 | 22. .... 9 |
| 3. ....30 | 13. ...18 | 23. .... 8 |
| 4. ....28 | 14. ...17 | 24. .... 7 |
| 5. ....26 | 15. ...16 | 25. .... 6 |
| 6. ....25 | 16. ...15 | 26. .... 5 |
| 7. ....24 | 17. ...14 | 27. .... 4 |
| 8. ....23 | 18. ...13 | 28. .... 3 |
| 9. ....22 | 19. ...12 | 29. .... 2 |
| 10. ...21 | 20. ...11 | 30. .... 1 |
- 15-5 Grand-Am Driver Championships**
- 15-5.1 A minimum of 30 minutes driving time is required to be eligible for driver points. A driver must drive at least one lap on-track under green flag conditions within 30 minutes. Red flag time will not be counted
- 15-5.2 Eligibility for Point Awards –  
All driver listings must be finalized at the conclusion of qualifying.  
Drivers will be awarded points only if they hold a Grand-Am Membership.  
If a driver drives a car in competition without being properly nominated, either by being listed on the entry form or through a properly completed and submitted driver change form, all point awards for all drivers and the car and prize money for that car will automatically be forfeited.  
In the Rolex Series at least two drivers must drive the car under green flag conditions. A driver may drive two cars in the same class provided he qualifies and starts in one of the cars. This is the car in which the driver will earn points.  
In the KONI Challenge Series, at least two drivers must drive the car under green flag conditions. A driver may drive two cars in the same class provided he qualifies and starts in one of the cars. This is the car in which the driver will earn points.
- 15-5.3 Distance is measured in whole laps completed by a car with lap credit going to the driver who crosses the scoring line at the end of each lap. In cases where a minimum distance is required to be eligible for points, fractional laps will not be counted. Time for driver point eligibility is measured when the car passes the scoring line on the race track.
- 15-5.4 Ties - In the case of a tie in the final point standings the tie will be broken according to the drivers' relative number of first place finishes, the number of seconds, etc. down to tenth place finishes. If the tie is still not broken the tie will stand.
- 15-5.5 Dispute - Grand-Am will decide any dispute or question about point awards.
- 15-5.6 For the Rolex 24 At Daytona a maximum of five drivers may be listed on a car. In races of 6 hours or 1000km, or greater in length, up to four drivers may be nominated. All other races the maximum number is three drivers.
- 15-5.7 The maximum driving time any one driver may drive in:  
1) 24 hour races – 14 hours total.  
2) 6 hour or 1000 km races – 5 hour total  
3) Other event lengths than the standard 2.75 hour length will be detailed in the event supplemental regulations.  
No driver may drive for more than three hours consecutively after which they must take at least a one hour rest before returning to competition.

- 15-6 Grand-Am Manufacturer Championships** - Grand-Am will recognize manufacturer champions in each class as follows -
- 15-6.1 Daytona Prototype – engine and chassis manufacturer. Points for the Daytona Prototype chassis manufacturer championships will be awarded to the single current chassis license holder whether they are earned by 2009 versions or previous generation chassis.
  - 15-6.2 GT – automobile brand manufacturer
  - 15-6.3 KONI Challenge (all classes) - automobile brand manufacturer
  - 15-6.4 The manufacturer championship will be based on relative point standings at the conclusion of the series.
  - 15-6.5 Championship points will be awarded as above, except a given make may receive points only for its highest placing position in each Event.
- 15-7 Grand-Am Team Championships** - Grand-Am will recognize team champions in each class.
- 15-7.1 To be eligible for points in the Team Championship Program, the team must hold a current Grand-Am entrant license.  
Team Owners may register multiple cars in the Team Championship Program, but each car (different registered car numbers) will earn points as a separate entity. Team Owners may use no more than three chassis (same car number) during the season Championship. Points earned in one class cannot be transferred to another. During the 2009 season an individual team chassis /engine combination may change the chassis manufacturer one time and may roll over their previously earned points. During the season, a Daytona Prototype team may change engine manufacturers one time, upon availability of an approved new manufacturer's engine, and may roll over their previously earned points.
  - 15-7.2 Team points will be awarded as above.
- 15-8 Special Awards –  
Rolex Series:**
- Axiom Pole Award** – This award pays \$1,000 to the fastest GT Class qualifier at each event.
  - BOSCH Award** – This award pays \$10,000 to the champion in Daytona Prototype and \$5,000 to the champion in the GT Class. Must run Bosch decals on car and use Bosch ECU.
  - Grand-Am Contingency Sponsor Point Fund** – Year end cash award goes to Daytona Prototype and GT Class team champions.
  - MESCO Building for the Future Rookie of the Year Award** – This award pays \$10,000 to the highest finishing rookie in either Daytona Prototype or GT Class points. Must display decals on both sides of car. Driver must compete in five races in 2009 and not have competed in more than four races in any single year since 2004 and prior to 2009.
  - Pirelli Pacesetter Award** – This award goes to the highest finish Pirelli Pacesetter in both Daytona Prototype and GT Class. The award pays \$50,000 to the Daytona Prototype winner and \$25,000 to the GT Class winner.
  - SunTrust Improve Your Position Award** – This award pays \$1,000 to both the Daytona Prototype and GT Class teams that improve the most positions during the race. There is also a year end award that is paid out at the banquet to the Daytona Prototype and GT Class teams that won the most SunTrust Improve Your Position Awards throughout the season. Teams must run the SunTrust decal and must not be moved to the back of the field due to post qualifying rules infractions.
- 15-9 Special Awards –  
KONI Series:**
- BOSCH Award** – This award pays \$1,000 to the champion in GS and \$1,000 to the champion in the ST class. Must run BOSCH decals and required product use.
  - Grand-Am Contingency Sponsor Point Fund** – Year end cash award goes to GS and ST champions.
  - MESCO Building for the Future Rookie of the Year Award** – This award pays \$10,000 to the highest finishing rookie in either GS or ST Class points. Must display

decals on both sides of car. Driver must compete in five races in 2009 and not have competed in more than four races in any single year since 2004 and prior to 2009.

**-Hoosier Pacesetter Award** – This award goes to the highest finish Hoosier Pacesetter in both GS Class and ST Class at season end. There will be a cash award presented to the winners in each class with the remainder of the payout going to the remaining Hoosier Pacesetter teams.

**-SunTrust Improve Your Position Award** - This award pays \$500 to either the GS and ST Class teams that improves the most positions during the race. There is also a year end award that is paid out at the banquet to the GS Class and ST Class teams that won the most SunTrust Improve Your Position Awards throughout the season. Teams must run the SunTrust decal and must not be moved to the back of the field due to post qualifying rules infractions.

#### **SECTION 16 - GRAND-AM AUTHORITY**

- 16-1 Grand-Am Authority** – Grand-Am is the sole and final authority for the development, maintenance and distribution of Grand-Am championship point funds, the awarding of Grand-Am championship points, the naming of manufacturer or series-sponsored Grand-Am champions, and the award of prize monies, in the manner set forth in the Grand-Am Rule Book. Notwithstanding that a specific Grand-Am Event may be listed on the FIA calendar or may be part of an Event counting towards a FIA championship, Grand-Am retains sole authority to settle finally any dispute that may arise during a Grand-Am Event, including any and all disputes that may affect individual or series awards, by naming a court of appeal according to the Grand-Am Rule Book.
- 16-2 FIA Licensing** – All car owners entering Grand-Am Events that are FIA-listed must possess a current, valid FIA entrant license. All drivers entering such Events must possess a current, valid FIA driver license of the grade specified in the Official Entry Form. If the Official Entry Form permits FIA license holders who do not possess current Grand-Am licenses to compete, they are not eligible for Grand-Am point fund awards or any of the benefits of Grand-Am membership. They will be bound by the Grand-Am Rule Book and any Supplemental Regulations for the Event.