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COMPETITION BULLETIN #09-10

To: All American Le Mans Series Competitors

From: Scot E Elkins, VP Technical Operations

Date: 24 April 2009

Re: ALMS SSR Attachment 12: ALMS Challenge Specific Regulations

The American Le Mans Series Challenge Class will be conducted according to the following regulations:

1. Technical Regulations:

- a. Article 11 of the 2009 PATRÓN GT3 Challenge by Yokohama SSR, with the exception of the decal requirement, shall apply; an American Le Mans Series decal is mandatory, location to be determined at the first event.
- b. In regards to fueling, Article 6.3, 6.4 and 6.5 of the 2009 ACO Technical Regulations for LM GT2 shall apply.
- c. In regards to the autonomous fuel tank (pit tank), Appendix A of the 2009 American Le Mans Series SSR shall apply.
- d. In regards to the timing transponder, Appendix B of the 2009 American Le Mans Series SSR shall apply.
- e. In regards to tires, all cars must utilize the specified Yokohama tires as defined in the 2009 PATRÓN GT3 Challenge by Yokohama SSR. In regards to tire usage, Attachment 3 of the 2009 American Le Mans Series SSR shall apply.
- f. Only PATRÓN GT3 Challenge by Yokohama "Platinum Cup" cars are eligible for competition. Platinum Cup cars are defined in the 2009 PATRÓN GT3 Challenge by Yokohama SSR.
- g. A class-specific light (provided by IMSA) shall be installed at the rear of the vehicle (specific location TBD). This light shall be illuminated at all times the vehicle is on track.

2. Sporting Regulations: The Class shall abide by the American Le Mans Series Standing Supplementary Regulations (SSR) except for the following:

ARTICLE 1.0 REPAIRS AND MAINTENANCE (This section replaces Articles 18.1-18.8 in the ALMS SSR for this class only, all other portions of Article 18 apply except 18.13, where for the ALMS Challenge, a maximum of only two (2) people are permitted).

1.1 – Refueling and tire changes:

One (1) person maximum is permitted to intervene before, during and after refueling and tire changes only:

- a) To clean the windshield, headlights and rear lights,
- b) To connect the downloading cable,
- c) To electrically connect and disconnect the car from the earth.

This One (1) person:

- a) Must leave the working area as soon as the above operations are completed.
- b) Must not help in any way the fuel attendant or the two mechanics in charge of the tire changes (see Art. 1.4.2 below). Laptops or other electronic devices are forbidden in the working area during refueling and tire changes.

1.1.1 – Other operations:

Two (2) people maximum are permitted to intervene:

- a) After refueling and when the mechanics in charge of the tire changes and their equipment are no longer in the working area.
- b) To carry out maintenance operations, topping-up liquids (other than fuel) repair or any other operation whatsoever (other than tire changes).

Penalty: "Stop and go" plus 1 minute per breach of article 1.1. Doubled penalty for any new offense.

1.2 "Tire" and "brake" technicians:

Any time during a pit stop, only one "tire" technician and only one "brake" technician (whether they are a firm's technicians or the team's members) are allowed to make checks exclusively.

1.3 - It is mandatory that an Official shall attend the work being carried out during a repair, even if behind the wall.

1.4 - Tire changes:

They are only permitted:

1.4.1 - On the starting grid until the "5 minute" board is shown

1.4.2 - In front of the pits during the practices and the race: Two (2) people maximum with only one gun or torque wrench are allowed onto the working area to carry out any operations necessary to change the tire. They may have access to the working area:

a) During the refueling, only One (1) person is permitted access, only to place the Two (2) tires to be mounted on the "track side" flat on the ground. This One (1) person must return over the wall as soon as the tires have been placed on the ground.

b) Only when the fuel filler and vent are disconnected from the car.

The Two (2) people maximum:

- a) Must bring and connect the air hose to the air jacks,
- b) Must bring only one gun into the working area,
- c) Must take the new tires and put those replaced into the pit,
- d) Must only carry the tires when they are on the outside of the pit. It is permitted however, in order to facilitate the tire changes, to place them flat on the ground near the car.
- e) Must not throw the tires or drop them.
- f) Must disconnect the air jacks and bring the equipment back over the wall.
- g) The car cannot leave the pit until the mechanics in charge of the tire changes and their equipment are fully over and behind the pit wall.

For any breach of Art. 1.4.1 and 1.4.2: Penalty: Stop and Go plus 1 minute

1.5 - Is prohibited: any kind of special equipment that is designed:

1.5.1 - To make the tire change faster.

One (1) pneumatic device or One (1) torque wrench will be permitted per car in the working area.

1.5.2 - To heat the tires in the pit lane ("working area"), in the pits or on the starting grid.

The use of equipment that may cause sparks is prohibited in front of or inside the pit. The filling or the transfer of the air tanks is strictly forbidden.

Penalty: Fine \$5000 for each infringement

1.6 – Assistance to the Driver:

During a pit stop, One (1) extra person (or the driver leaving the car) is allowed, only to help the driver to fasten his safety harness, to give him assistance and to close the doors.

Penalty: "Stop and go" plus 1 minute per person in excess.

1.7 - The Two (2) people maximum rule (see Art. 1.1.1) permitted to carry out work on a car does not apply when the car is behind the wall. In this case, when the car is ready to rejoin the race, it must be pushed in front of the pit and parked parallel to the pit lane in the "working area". Then, the engine shall be started by the driver alone.

Penalty: at Stewards' discretion.

ARTICLE 2 - PERSONNEL IN THE PIT LANE (This section effectively replaces Article 19.1.1 and 19.1.2 in the ALMS SSR, all other portions of Article 19 apply)

2.1 – Personnel permitted:

2.1.1 – In the working area when refueling is in process:

- 1 Team manager (observe only)
- 1 fuel attendant
- 1 "fire bottle" attendant
- 1 driver's assistant (safety harness and possible driver assistance)
- 1 person to place the two tires to be mounted on "track side"
- 1 "tire" technician (only checks)
- 1 "brake" technician (only checks)
- 1 person for windscreen cleaning and downloading cable connection.

2.2.2 – In the working area when the tire change is in process:

- 1 Team manager (observe only)
- 1 "fire bottle" attendant
- 1 driver's assistant (safety harness and possible driver assistance)
- 1 "tire" technician (only checks)
- 1 "brake" technician (only checks)
- 1 person for windscreen cleaning and downloading cable connection.
- 2 mechanics for the tire change

2.2.3 – In the working area for maintenance and repairs:

- 1 Team manager (observe only)
- 1 "fire bottle" attendant
- 1 driver's assistant (safety harness and possible driver assistance)
- 2 mechanics
- 1 "tire" technician (only checks)
- 1 "brake" technician (only checks)
- 1 person for windscreen cleaning and downloading cable connection.

Any person from a team, staying on the working area is considered to be working on the car. A driver working on a car is considered to be a mechanic.

ARTICLE 3 – MANDATORY TIRE CHANGE

3.1 - A pit stop where all four (4) tires are exchanged for new is mandatory during the race. All four (4) tires must be changed simultaneously for the stop to be considered having met this requirement.

ARTICLE 4 – DRIVER CLASSIFICATION AND LICENSING

4.1 - Drivers: Drivers must hold at least a current FIA Grade “C” license and upon application, will be considered for such license on a case by case basis.

4.1.1 IMSA may issue such a license to qualified PATRÓN GT3 Challenge by Yokohama drivers or drivers from other series. To be considered, drivers must have finished in the top ten of a series with a similar level of competition as the PATRÓN GT3 Challenge by Yokohama, however, this is not a guarantee of acceptance. Subjective assessments of situational awareness will be very important.

4.1.2 The drive time regulation must be respected (i.e. at least Two (2) drivers must participate).

4.1.3 The PATRÓN GT3 Challenge by Yokohama regulations will be modified such that participation in the ALMS class will not disqualify a driver from participation in the PATRÓN GT3 Challenge by Yokohama series. However, the PATRÓN GT3 Challenge by Yokohama series regulations prohibiting professional drivers will remain in effect.

4.2 Drivers will be classified in Three (3) groups.

4.2.1 Group 1: Professional Drivers under the age of Sixty (60) who make their living through driving, or have achieved a level of success in racing whereby they regularly compete with drivers considered to be professional drivers. Drivers in this category would hold either a FIA Grade A or an FIA Grade B license, or would be qualified to apply for such license.

4.2.2 Group 2: Drivers who, by their participation in other series, are not eligible for competition in the PATRÓN GT3 Challenge by Yokohama series, but would not be considered “Professional Drivers” in IMSA’s sole opinion; or, drivers who meet the criteria of 4.2.1 above, but are over the age of Sixty (60). Any driver who is regularly faster than 97% of the average race lap times (defined solely at IMSA’s discretion) of the top three Group 3 drivers, may be classified as a Group 1 professional.

4.2.3 Group 3: Drivers who qualify by the rules of the PATRÓN GT3 Challenge by Yokohama series are classified as Group 3 drivers.

4.3 It is not permitted to enter a car with more than one Group 1 driver.

4.4 The race entry fees for the ALMS Challenge class are equivalent to the entry fees of the ALMS GT2 class.

4.4.1 A PATRÓN GT3 Challenge by Yokohama Series Entrant’s license will be recognized as a season long entrant’s license. However, this does not provide the additional credentials provided in the ALMS entrant’s license package. These must be purchased separately.

4.4.2 Any entry that does not possess a PATRÓN GT3 Challenge by Yokohama license will be required to obtain an ALMS Entrant’s license which will be charged at half price.

4.4.3 A driver’s license issued by a non-IMSA sanctioned “Challenge Series” will be recognized, however, IMSA and FIA licensing fees would apply.

4.4.4 All other drivers must obtain driver’s licenses per prevailing ALMS regulations and fees.

ARTICLE 5 – CHAMPIONSHIP ELIGIBILITY

5.1 The championship is for drivers.

5.2 Points will be awarded only to the entry.

5.2.1 All drivers who drive an entry during the season will share the points awarded to that entry throughout the season. (Thus if a driver does not participate in one or more races, they are not penalized.) No more than three drivers will be permitted on an entry.

5.2.2 Drivers must participate in at least one event to be recognized.

5.3 Points will be awarded according to the prevailing ALMS points schedule.

5.4 Championships will be awarded to the entry and to all of the recognized drivers who drive the entry during the season.

5.5 Championships will not be awarded to the team. However, there will be a recognition award for teams that participate.

5.6 There is no per-race prize money or Privateer Points fund in the Challenge class, however, all entries will receive recognition and trophies in each race, provided by IMSA.

5.7 There is a \$50,000 season end points fund for the class. The fund will be distributed to all entries earning over ten championship points and will be divided on a pro-rata basis by the number of points earned.

5.8 Entries are exempt from the 125% rule (Article 9.6a of the ALMS SSR).

ARTICLE 6 – SCHEDULE

6.1 The following ALMS events will host the ALMS Challenge Class (TV broadcast partner in brackets):

Salt Lake City (SPEED)
Lime Rock Park (SPEED)
Mid-Ohio (NBC Sports)
Road America (SPEED)
Mosport (SPEED)