



World Class



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### ALMS Challenge Concept Document

- 1) This document provides the outline of the concept of the “ALMS Challenge”.
- 2) The ALMS Challenge would be comprised of cars from the IMSA Challenge (PATRÓN GT3 Challenge by Yokohama) category. These cars would be permitted to participate in a limited schedule of ALMS races.
- 3) IMSA reserves the right to limit entries. Invitations will be extended on the basis of an early commitment to the class, and on the qualifications of the entry.
- 4) **Drivers:** Drivers must hold at least a current FIA Grade “C” license and upon application would be considered on a case by case basis.
  - a. 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.
  - b. The drive time regulation must be respected (i.e. at least two drivers must participate.)
  - c. 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.
  - d. Drivers will be classified in three groups.
    - i. Group 1: Professional Drivers under the age of 60 who make their living though 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 license, or an FIA Grade B license, or would be qualified to apply for such license.



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- ii. 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 i. above, but are over the age of 60. Any driver who is regularly faster than 97% of the average race lap times (defined at IMSA’s discretion) of the top three Group 3 drivers, may be classified as a Group 1 professional.
  - iii. Group 3: Drivers who qualify by the rules of the PATRÓN GT3 Challenge by Yokohama series are classified as Group 3 drivers.
- e. It will not be permitted to enter a car with more than one Group 1 driver.
- 5) **Schedule:** The following races would be included (TV in brackets):
- a. Salt Lake City (On SPEED)
  - b. Lime Rock Park (On SPEED)
  - c. Mid-Ohio (On NBC Sports)
  - d. Road America (On SPEED)
  - e. Mosport (On SPEED)
- 6) **Championship:**
- a. The championship is for drivers.
  - b. Points will be awarded to the entry.
  - c. All drivers who drive an entry during the season will share the points awarded to the 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. Drivers must participate in at least one event to be recognized.
  - d. Points will be awarded according to the ALMS points schedule, including the additional points for the longer race at Road America.
  - e. Championships will be awarded to the entry and to all of the recognized drivers who drove the entry during the season.
  - f. Championships will not be awarded to the “teams”. However, there will be a recognition award for the teams that participate. It is intended that the teams would be in a position to cooperate with other teams in order to run entries at different venues that may be more or less convenient to their base of operation.
  - g. 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.



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- h. 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.
  - i. In addition to coverage in the ALMS broadcasts, the cars participating in the ALMS Challenge will be featured in the PATRÓN GT3 Challenge by Yokohama broadcasts.
  - j. Entries are exempt from the 125% rule (Art. 9.6a of the SSR.)
- 7) **Technical:** The cars will be held to the to the same technical regulations as the PATRÓN GT3 Challenge by Yokohama series except:
- a. Dry break refueling and ALMS specified fuel rigs will be required and modifications may be made to the hood to accommodate refueling.
  - b. At certain races a different brake specification will be required (longer lasting pads.)
  - c. All cars must run on the specified PATRÓN GT3 Challenge by Yokohama Tire, and cars must conform to the ALMS tire rules (limits on tire usage.)
  - d. The decal / identification package will be the same as the PATRÓN GT3 Challenge by Yokohama series, except that the required ALMS/IMSA logos must be added.
  - e. Cars must be fitted with two green “leader lights” to be installed in the rear “number plate” area, which must be installed in such a way that they are always on when the master switch is on.
  - f. Cars would need to fit AMB driver ID transponders which may be purchased from IMSA.
  - g. Challenge class cars would not utilize the ALMS “Leader Lights System” on their sides.
  - h. Only “PATRÓN GT3 Challenge by Yokohama Platinum Cup” cars are permitted for competition.
- 8) **Pits:** The following regulations would apply to Challenge cars:
- a. Pneumatic wheel guns WOULD be permitted.
  - b. FIA specification ALMS-type fuel rigs would be required.
  - c. The ALMS regulations regarding pit stops will be in effect. (For further review. May limit to one tire gun saving personnel.)
- 9) **Licenses:**
- a. The race entry fees for the ALMS Challenge class would be identical to the entry fees of the ALMS GT2 class.
  - b. A PATRÓN GT3 Challenge by Yokohama Series Entrant’s license will be recognized as a season long entrant’s license. However, this



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does not provide the additional credentials provided in the ALMS entrant's license package. These must be purchased separately.

- c. Any entry that does not possess a PATRÓN GT3 Challenge by Yokohama license will be required to obtain an ALMS Entrant's license which would be charged at half price.
- d. A driver's license issued by a non-IMSA sanctioned "Challenge Series" will be recognized, however, IMSA and FIA licensing fees would apply.
- e. All other driver's would need to obtain driver's licenses at ALMS rates.

#### **10) Future:**

- a. The class is experimental therefore we would need to have feedback on the results before we could discuss the future.
- b. However, IMSA has always been interested in a GT3 style category, whether it runs as a class within the ALMS or as a separate class. This pro/am format has been extremely successful in Europe.

This concept document will be transferred into a final regulation prior to 17 April 2009. Nothing herein is final until such time as final regulations are published. Potential entrants are encouraged to inquire as soon as possible.