

One Daytona Blvd.
Daytona Beach, FL 32114
P: +1 (386) 310-6500

IMSA TECHNICAL BULLETIN ICTSC #17-07

To: All IMSA Continental Tire Sportscar Challenge Competitors
From: IMSA Competition
Date: 9 March 2017
Re: 2017 ICTSC Technical Regulations Updates

IMSA has published updates to the 2017 ICTSC Technical Regulations for the GS and ST classes:

GS

- Redline: [2017 IMSA Technical Regulations GS 20170308 Redline.pdf](#)
- Blackline: [2017 IMSA Technical Regulations GS 20170308 Blackline.pdf](#)

Grandfathered GS

- Redline: [2017 IMSA Technical Regulations Grandfathered GS 20170308 Redline.pdf](#)
- Blackline: [2017 IMSA Technical Regulations Grandfathered GS 20170308 Blackline.pdf](#)

ST

- Redline: [2017 IMSA Technical Regulations ST 20170308 Redline.pdf](#)
- Blackline: [2017 IMSA Technical Regulations ST 20170308 Blackline.pdf](#)

Summary of Changes

GS

7.1. Driver Safety Harness System

- 7.1.2. Installation must be performed in accordance with instructions provided by the system supplier and/or manufacturer.
- a. Belt components must be installed at each anchor point to prevent accidental release or opening.
 - b. Individual belt straps must be independent; any method or attempt to combine individual straps is prohibited.
 - c. [\[20170308\]](#) Elastic retention straps are prohibited [on shoulder belts](#).
- 7.1.3. Harnesses must be replaced at the request of IMSA, or whenever the following conditions occur:
- a. [\[20170308\]](#) Expiration
 - i. FIA Homologated: Immediately following December 31st of the year printed on the label.
 - ii. SFI Certified (punched/cut label): ~~Immediately following December 31st two (2) years after the year of—~~ ~~Manufacture~~. Two years from the date as stated on label. If label is not properly “cut” by the manufacturer or their representative, the date for expiration shall be January 1st of the earliest year printed on the label + two years
 - iii. SFI Certified (non-punched label): On June 30th or December 31st: of the year identified as the date for expiration

- 7.1.5. [20170308] Belt components must be used as designed by the manufacturer and tested by SFI or FIA. It is prohibited to “mix” belt components to include:
- a. Belt components from different manufacturers.
 - b. Belt components certified by SFI and FIA.

7.2. [20170308] Seat

- 7.2.1. As homologated.
- ~~7.2.2. Cars must be equipped with a seat with a valid label demonstrating compliance with one of the following standards:~~
- ~~a. FIA Standard 8862-2009: Advanced Racing Seat~~
 - ~~i. FIA Technical List #40: Advanced Racing Seats Homologated according to the FIA Standard 8862-2009~~
 - ~~b. FIA Standard 8855-1999: FIA Standard for Competition Seats~~
 - ~~i. FIA Technical List #12: Seats Homologated on the Basis of the FIA Standard 8855-1999~~
- ~~7.2.3. Seat manufacturer written approval is required for seat modification.~~
- ~~7.2.4. Seats must be replaced at the request of IMSA, or prior to December 31st of the expiration year printed on the label.~~

7.3. Driver Containment Nets

- 7.3.3. [20170308] Containment nets must be replaced prior to the expiration date:
- a. FIA Homologated: Immediately following December 31st of the year printed on the label.
 - b. SFI Certified (punched/cut label): ~~Immediately following December 31st two (2) years after the year of~~ ~~Manufacture~~. Two years from the date as stated on label. If label is not properly “cut” by the manufacturer or their representative, the date for expiration shall be January 1st of the earliest year printed on the label + two year.
 - c. SFI Certified (non-punched label): On June 30th or December 31st: of the year identified as the date for expiration.

7.5. Protective Shielding

- 7.5.2. [20170308] Installation requirements:
- a. Installations must not impact cockpit exit.
 - b. Installations of protective shielding must use fire-resistant materials and if impact padding is used it must comply with FIA 8857-2001, SFI 45.1 or SFI 45.2.
 - c. Installations must be ~~approved by~~ presented to and approved by IMSA at the time of technical inspection.

7.6. [20170308] Master Electrical Switches

- 7.6.1. As homologated.
- 7.6.2. Systems must remain functional during any on track activity or at the request of IMSA.

- 7.6.3. Interior and exterior master switches must be clearly identified by a self-reflective symbol of a red spark surrounded by a white-edged, blue triangle with a base greater than 30 mm.
- ~~7.6.4. Cars must be equipped with interior and exterior master electrical switches.~~
- ~~7.6.5. Master electrical switches must be spark proof, and when activated must:
 - ~~i. De-energize all electrical circuits.~~
 - ~~ii. Stop the engine.~~~~
- ~~7.6.6. The interior master switch must be installed within the cockpit, and located so the driver may activate the switch when seated in a normal position with safety belts fastened and steering wheel in place.~~
- ~~7.6.7. The exterior master switch must be installed proximal to the fire suppression control at (or near) the base of the left side A Pillar.
 - ~~a. Exterior master switch be located such that emergency responders may activate with a single action:
 - ~~i. Using a gloved finger, or tools such as a hook.~~~~~~

7.7. Fire Suppression System

7.7.5. Identification

- a. Exterior activation mechanism must be marked with a self-reflective symbol with a red edge surrounding a red "E" inside a white circle at least 100 mm in diameter.
- b. [20170308] The interior fire activation switch, located in cockpit, must be marked with an appropriately sized decal of a red "E" inside a white circle.

9.6 Driver Interface

9.6.6. Driver Cooling Systems

a. Entrants may install a maximum of two (2) Driver Cooling Systems, i.e. Cool Suits.

- i. Evaporative-loss Freon cool suits are prohibited.
- b. Installations must be approved by IMSA and meet the following conditions:
 - i. The mounting location and installation for the primary system is unrestricted provided it serves no purpose other than retaining the cooling system in the event of a collision
 - ii. Any secondary driver cooling system must be mounted on the top of the ballast box
 - iii. All driver cooling system containers must be securely mounted
 - iv. The use of hook and loop fasteners (Velcro) is prohibited

c. [20170308] Entrants may install Driver Ventilation Ducts

- i. A NACA duct may be installed on the side window, rear quarter window, OR the rear window for the purpose of cooling the driver
- ii. Maximum of 1 per side with 2 ducts permitted per car
- iii. Maximum cutout area of 26 cm x 16 cm
- iv. No duct shall break the outward plane of the surface on which it is installed
- v. Ducts must be translucent
- vi. Duct and/or hoses must not impede cockpit exit or driver's visibility
- vii. All installations must be approved by IMSA in writing and added to the Technical eligibility credential on file

Grandfathered GS

1 Driver Restraint System

1.1

The driver harness must comply with FIA standard 8853-1998 or SFI 16.5-approved 6-point seat belt restraint system displaying a valid FIA or SFI label. (FIA Link: [FIA Standard 8853/98](#))

- (A) FIA Homologated: Immediately following December 31st of the year printed on the label.
- (B) SFI Certified (punched/cut label) Expiration: Two years from the date as stated on label. If label is not properly “cut” by the manufacturer or their representative, the date for expiration shall be January 1st of the earliest year printed on the label + two years
- (C) SFI Certified (non-punched label): On June 30th or December 31st: of the year identified as the date for expiration

1.3

It is the responsibility of the Driver and Team to ensure the seat belt restraint system and all associated components are correctly labeled, installed, maintained and properly used.

- (A) Elastic retention straps are prohibited on shoulder belts.

1.4

Belt components must be used as designed by the manufacturer and tested by SFI or FIA. It is prohibited to “mix” belt components to include:

- (A) Belt components from different manufacturers.
- (B) Belt components certified by SFI and FIA.

4 Driver Containment Nets

4.3

~~Containment nets must be replaced prior to the expiration date: Racing net must not be used after the manufacturer's expiration date. For a SFI approved racing net the expiration date is two (2) years past the date of manufacture and for a FIA approved racing net the expiration date is December 31st of the year of expiration as shown on the manufacturer's label.~~

- (A) FIA Homologated: Immediately following December 31st of the year printed on the label.
- (B) SFI Certified (punched/cut label): Two years from the date as stated on label. If label is not properly “cut” by the manufacturer or their representative, the date for expiration shall be January 1st of the earliest year printed on the label + two years.
- (C) SFI Certified (non-punched label): On June 30th or December 31st: of the year identified as the date for expiration.

7 Exterior Safety Switches

7.3

Master Electrical switch must be clearly identified by a self-reflective symbol of a red spark surrounded by a white-edged, blue triangle with a base greater than 30 mm. Exterior fire suppression activation mechanism must be marked with a self-reflective symbol with a red edge surrounding a red "E" inside a white circle at least 100 mm in diameter.

ST

1 Driver Restraint System

1.1

The driver harness must comply with FIA standard 8853-1998 or SFI 16.5-approved 6-point seat belt restraint system displaying a valid FIA or SFI label. (FIA Link: [FIA Standard 8853/98](#))

- (A) FIA Homologated: Immediately following December 31st of the year printed on the label.

- (B) SFI Certified (punched/cut label) Expiration: Two years from the date as stated on label. If label is not properly “cut” by the manufacturer or their representative, the date for expiration shall be January 1st of the earliest year printed on the label + two years
- (C) SFI Certified (non-punched label): On June 30th or December 31st: of the year identified as the date for expiration

1.3

It is the responsibility of the Driver and Team to ensure the seat belt restraint system and all associated components are correctly labeled, installed, maintained and properly used.

- (A) Elastic retention straps are prohibited on shoulder belts.

1.4

Belt components must be used as designed by the manufacturer and tested by SFI or FIA. It is prohibited to “mix” belt components to include:

- (A) Belt components from different manufacturers.
- (B) Belt components certified by SFI and FIA.

4 Driver Containment Nets

4.3

Containment nets must be replaced prior to the expiration date: ~~Racing net must not be used after the manufacturer's expiration date. For a SFI-approved racing net the expiration date is two (2) years past the date of manufacture and for a FIA-approved racing net the expiration date is December 31st of the year of expiration as shown on the manufacturer's label.~~

- (A) FIA Homologated: Immediately following December 31st of the year printed on the label.
- (B) SFI Certified (punched/cut label): Two years from the date as stated on label. If label is not properly “cut” by the manufacturer or their representative, the date for expiration shall be January 1st of the earliest year printed on the label + two years.
- (C) SFI Certified (non-punched label): On June 30th or December 31st: of the year identified as the date for expiration.

7 Exterior Safety Switches

7.3

Master Electrical switch must be clearly identified by a self-reflective symbol of a red spark surrounded by a white-edged, blue triangle with a base greater than 30 mm. Exterior fire suppression activation mechanism must be marked with a self-reflective symbol with a red edge surrounding a red "E" inside a white circle at least 100 mm in diameter.