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IMSA COMPETITION BULLETIN ICTSC #16-03

To: All IMSA Continental SportsCar Challenge Participants

From: IMSA Competition

Date: 10 March 2016

Re: Cumulative Updates

The following corrections, additions (where shown in red) or deletions are made to the 2016 IMSA Sporting Regulations & Series Supplementary Regulations for the Continental Challenge:

5.6. IMSA Participant Accident Insurance is in effect from the beginning of the first Event Load-In day until the Load-Out time for each specific Series per the Official Schedule and SR.

12.4.3. (SSR) If a Driver exceeds the maximum drive-time, the finishing position for each Car the Driver is nominated in, regardless of declaration for championship points, is placed behind all other Cars in that class for the purpose of finishing positions and awarding any finishing points or Point Fund / Prize Money and all other Cars **and Drivers** are elevated in the finishing positions, finishing points and/or Points Fund / Prize Money.

13.2. **(SSR) Entrant Entry List Updates:** Prior to the Event, IMSA releases a Pre-Event Provisional Entry List. Once at an Event, all updates to the entry list must be submitted at the IMSA Continental Challenge transporter. **Changes received later than sixty (60) minutes prior to the scheduled publication time of each entry list are not included on that scheduled entry list.** The official entry list is updated during the Event at the Post-Safety Checks and Pre-Race intervals.

33.7. The Car must be equipped with the required doors **secured in place** when **being driven in pit lane or on-track**. A missing door must be repaired immediately. If the Car leaves the pits without making the necessary repairs, it may be stopped by Race Control.

40.2.4. (SSR) Touching the Car is prohibited once it has left its Pit Box (or the pit exit, if lined up) during a qualifying Session. A Competitor may request permission from Race Control to clear debris from the radiator inlet screen(s) **or to clean the inside of the windshield in inclement weather** and if granted, must do so under the direct supervision of an IMSA Official. If a Car is touched after leaving the Pit Box, all qualifying times are forfeit. If permitted for an Event (SR), at the conclusion of each segment and only at the direct instructions of IMSA Officials, the Car may be switched to transport tires to proceed to Impound.

40.2.5.A. (SSR) In the event that multiple Cars in a class do not participate in qualifying, they are ordered at the back of the grid (category or class) in numerical order.

47.1.1. (SSR) The pit exit closes **from** the time that the Safety Car (or the overall leader acting as the Safety Car) is perpendicular to the last working Pit Box until the main field has passed the pit exit and Cars can be released to join the back of the line behind the Safety Car at the sole discretion of the IMSA Officials. **For a restart, the pit exit closes from the time that the Safety Car enters the pit lane until the main field has passed the pit exit and Cars can be released to join the back of the line behind the Safety Car at the sole discretion of the IMSA Officials.**



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Attachment 1

P19;	Assistance from behind wall;	36.5.1;	Drive Through
T17;	Transponder non-functional;	23.3.2;	Stop/Repair

Attachment 9

9.4.4. The autonomous supply tank must have an unmodified 1.0" ID restrictor (Dual-Fill systems must use RPX # BSR.HA.0021, Single-Fill systems must use RPX # BSR.HA.0021-1) fitted inside the fuel delivery hose as near as possible to the specified "red-head" dry break. All fuel must pass through the restrictor.

The 2016 IMSA Sporting Regulations and Series Supplementary Regulations for the IMSA Continental SportsCar Challenge have been updated with the information herein and reissued as of 10 March 2016.