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IMSA COMPETITION MEMO IPC #18-05

To: All IMSA Prototype Challenge Presented By Mazda Participants

From: IMSA Competition

Date: August 17

Re: VIR Driver & Team Manager Briefing Clarification Notes

In response to questions raised at the VIR IPC Driver and Team Manager Briefing, please see the below clarifications and contact Todd Snyder, Race Director, tsnyder@imsa.com or Randy Hembrey, Series Manager, rhembrey@imsa.com with any questions. Please refer to the text of the IPC Sporting Regulations for the definitive language governing the below notes.

Wet Tire Usage, Qualifying:

Please refer to Article 40.1 for qualifying tire usage regulations. The Race Director typically makes the call regarding wet conditions as late as practical but in full consideration of the prevailing weather. Therefore, if heavy precipitation has created a significantly wet, non-drying condition prior to qualifying, the Race Control call is likely made earlier. If conditions are variable or simply threatening, the decision is left as late as practical with a preference to the default condition of 'dry'.

Wet Tire Usage, Race:

Please refer to Article 43.5 (cited below):

43.5. (SSR) Starting Tires. Tires must be only Dry or only Wet tires as conditions warrant, at Competitor discretion.

43.5.1. (SSR) Under adverse conditions, the Race Director may require all Cars to start the Race on Wet tires. If so declared, all Cars must take the start on Wet tires. Once a Car has taken the start, that Car is free to change tires. If a Car starts from the pit lane, it must cross the start line once on Wet tires, unless the overall leader has already completed one (1) lap of the Race. Such requirement of Wet tires, or not, by the Race Director is Conclusive.

The timing of the Race Director's race decision regarding conditions is as described above (in qualifying).

With respect to changing weather conditions during the race (after the one (1) lap milestone of Article 43.5.1), teams are free to make tire set choices based on prevailing conditions and may pit at any time (see explanations below) to change tires as appropriate.



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- If the pits are open, tires may be changed at any time and cars that do not also take fuel do not have a minimum time requirement in the pit lane (only if refueling is a minimum four (4) minute pit stop mandated per Article 35.1.5 and 35.1.5.A).

- If the pits are closed, cars may enter the closed pit lane but changing more than one (1) tire is considered 'full service' and is therefore subject to a Stop + 60 seconds penalty per Articles 46.1, 46.3.1.A and 46.3.2. Cars may enter closed pits and either: drive through without penalty or further obligation; they may take 'emergency service' as described in Article 46.3.1.A or they may request from Race Control permission only to change drivers to avoid a drive-time consequence if necessary. In such cases of emergency service, an additional drive through obligation is required.

Additional note regarding four (4) minute pit stop requirements:

Per the below Articles, only if refueling are cars required to have a minimum pit stop time of four (4) minutes. Refueling regulations are addressed in Article 37.4. Any other pit lane activity is not time-constrained.

35.1.5. (SSR) Minimum time in the pit lane measured from the Pit-In loop to the Pit-Out loop for any pit stop that includes refueling is four minutes (4:00) or as defined in the event SR. **Penalty:** Stop plus time short.

35.1.5.A. (SSR) Cars that stop in their pit Box and do not refuel are not obligated to the minimum time in pit lane.