



Independent Motorsports Group

General Competition Racing Rules and Regulations

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A. Foreword

What makes IMG special is our community of drivers, staff, friends, and family. We will always strive to build a friendly community where everyone is there to help each other learn and grow. If you have a problem, we not only encourage, but expect, you to look to our staff, your neighbor in the paddock, or your fellow competitors for help. No matter how small or large the problem, we will do everything within our power to make sure no one is ever left stranded.

These rules are designed to ensure that every participant, at every level (novice, time trialer and racer), has an excitable, enjoyable and – most importantly – safe experience on track. Participant feedback is welcome, as we continue to strive to make IMG events the best that they can be.

If you have any questions, comments, or suggestions on these rules, please contact us at:

Independent Motorsports Group

info@imgracing.com

570.682.9666

B. Driver Eligibility

1. General Eligibility

Drivers who meet the following are eligible to participate in IMG Competition Race events:

- Are at least 18 years old (16 years or older with parental consent and prior arrangements made)
- Have use of a vehicle that meets the vehicle safety requirements below
- Have a current medical examination form filled out by their physician (see medical form for details)
- Hold a current IMG Race License or a license from a recognized sanctioning body (SCCA, NASA, PCA, BMWCCA, and others)
- Are an IMG member in good standing

2. License Grades and Eligibility

There are three license grades for IMG race licenses:

Novice License

Novice Licenses are issued to drivers who successfully complete an IMG competition race school, an equivalent competition race school with a recognized sanctioning body, or a professional race school. Drivers who hold an IMG Novice License may enter and participate in IMG competition racing events. Drivers with a Novice License must place an orange letter “R” of at least 4” in height in a clearly visible location on the rear of their car.

Drivers with Novice Licenses must complete three successful Sprint or Endurance races without incident or issues, starting from the back of the grid. After three successful events without incident, Novice Licenses holders will receive a Provisional IMG Race license, pending approval from the Chief Race Instructor and/or the Chief Steward.

Provisional Race License

Provisional Race Licenses are granted to drivers who successfully complete three races after earning their Novice Licenses. Provisional Race Licenses carry similar privileges to an IMG Advanced Race License. IMG Provisional Race licenses will be granted to any drivers who currently hold an equivalent license from a recognized sanctioning body with a brief description of their driving experience or a driving resume.

By successfully completing five races without issue after earning their Provisional Race License, drivers will receive an Advanced Race License.

Advanced Race License

Drivers who hold an IMG Advanced Race License may enter and participate in IMG competition racing events, time trial events, and DE events.

Please contact info@img racing.com for details, with copies of your current license, current medical form, and resume / driving history.

3. License Fees

All IMG memberships (including yearly, Charter, Supporting Member, and Temporary Weekend Membership) include all license fees. There are no additional license fees for IMG Race Licenses.

C. Driver Safety Requirements

At minimum, all drivers participating in IMG Wheel to Wheel Competition Race events must wear the following:

- A proper fitting **full face** motor racing helmet with one or more of the following certifications:
 - Snell SA2005 or SA2010
 - FIA 8860-2004
 - SFI 31.1/2005
- A driving suit of at least two layers of fire-resistant material with one of the following ratings:
 - SFI 3.2A/1 or higher (SFI 3.2A/5, 3.2A/10, etc)*
 - FIA 8856-2000
 - FIA NORME 1986

**Fireproof undergarments made of Nomex, Carbon-X, or a similar material are required when using a suit of rating SFI 3.2A/1*
- Gloves made of fire resistant material that fully cover the hands and leave no exposed skin
- Shoes made of fire resistant material that leave no exposed skin
- Socks made of fireproof material
- A head sock / balaclava of fireproof material if you have facial hair

The following equipment is also strongly recommended:

- Underwear made of Nomex or a similar fireproof material
- A head and neck restraint system or device

All participants are encouraged to use safety equipment that exceeds these minimum requirements.

D. Vehicle Safety Requirements

1. Minimum Safety Requirements

The following minimum safety requirements must be followed by all cars participating in IMG competition race events:

Fire System

All race cars must have either a handheld fire extinguisher (Halon, dry chem, or sodium bicarbonate rated 10BC or higher), or a fire suppression system. A sticker clearly marked with the letter "E" must be placed the exterior of the vehicle as close to the fire system release or fire bottle as possible.

Roll Cage

All race cars must have a minimum 6 point roll cage meeting the requirements in section D.2. – Roll Cage.

Driver Restraints

All cars must be equipped with a five, six, or seven point racing harness. All restraints must be in good condition, with no cuts, fraying, and without apparent heat or UV damage. All harnesses must be mounted using SAE Grade 5 / Metric 8.8 hardware or stronger.

- SFI rated belts are valid until December 31st of the 2nd year after manufacture
- FIA rated belts are valid until December 31st of the 5th year after manufacture

We require that all harnesses are installed according to manufacturers' recommendations.

Driver's Seat

All cars must be equipped with a racing seat designed to secure the driver and protect him/her in case of a crash. Seats without FIA certification 8855-1999 must be installed with a seat back brace that connects the seat to the roll cage.

Window Net

A window net must be installed on the roll cage on the driver's side of all sedans, with a quick release accessible from both sides by either the driver or a worker. Window nets must be installed to the chassis or roll cage and may not be installed on an openable door frame.

Fuel Tank / Fuel Cell

A solid metal bulkhead or firewall must separate the fuel tank and associated lines from the driver's compartment. Fuel cells are not required unless specified by class rules. If installed, fuel cells must be in good condition and should be rated FIA FT3-1999 or higher.

Appearance, Identification, and Markings

All cars must have:

- Car numbers of contrasting color and at least 8" in height on each side of the vehicle and the front of the car
- Class identification markings of at least 4" in height on each side
- The IMG logo decal on each side of the vehicle and on the front of the car

All vehicles must be in good condition and appearance. Cars should not have excessive body damage, rust, or have any loose bodywork. Cars may be allowed to compete with nonstructural sheet metal damage or with emergency repairs, at the discretion of the Stewards.

Wheels and Tires

Tires must be in good condition with no visible damage. Tires with exposed cords, bubbles, dry rot, or tread separation must be replaced. Wheels must not be cracked or show similar structural damage. All lug nuts must be present and torqued properly. Wheel covers, hub caps, and beauty rings must be removed.

Steering and Suspension

The steering and suspension joints in the car should be in good condition with no excessive play. The wheel bearings should be in good condition with no excessive play.

Engine

There should be no fluid leaks of any kind in the engine bay. A radiator overflow tank of at least one liter must be used (OEM overflow tanks are acceptable). All hoses carrying fluids should be in good condition with no cracks, soft spots, or other damage. All components must be securely fastened to the engine bay.

Battery and Electrical System

The battery must be securely fastened to the car with solid, non-elastic mounting brackets. The positive battery terminal must be covered with a non-conductive battery terminal cover (non-conductive tape is OK). All vehicle wiring must be properly insulated and secured.

We strongly recommend that all cars be equipped with an electrical cutoff switch that disconnects the engine and all electrical circuits in the vehicle while the vehicle is running (except for electrically operated fire suppression systems).

Brake System

Brakes should be in good working condition and must be able to stop the vehicle within a safe distance in a controlled manner. Brake rotors and pads should have at least 30% life left and not

have structural cracks or damage. The brake fluid must be clean, its level sufficient, and the brake pedal must have adequate pressure. Brake fluid should be of high quality and appropriate for high performance driving. It is strongly recommended that brake fluid be changed regularly.

Lights and Windows

All cars (except Formula cars) must have at least one working brake light. All glass headlights and driving lights should be covered with tape. All glass sunroofs must be removed or replaced.

Interior

All interior components should be securely fastened. All wiring, equipment, and components must be secured. Any loose items should be removed from the car. Cameras must be tethered securely.

2. Roll Cage Specifications

The purpose of the roll cage is to protect drivers in the event of a rollover or collision. Roll cages in race cars must meet the minimum specifications below, or confirm to the specifications of recognized sanctioning bodies.

Construction

- Roll cages may be permanently welded or bolted securely to the chassis
- Roll cages must have a minimum of 6 attachment points to the chassis
- All bends must be of mandrel type, and must not show any signs of crimping or wall failure
- The radius of all bends must be larger than 3 times the diameter of the tubing
- All welds must be of the highest quality with full penetration
- If welded to the chassis, each mounting plate must be at least 0.080" in thickness
- If bolted to the chassis, each mounting plate must be at least 3/16" thick with backing plates, and utilize at least three SAE Grade 5 / Metric 8.8 (or better) bolts
- Each mounting plate must be greater than 15 square inches in area and no less than 2 inches on a side

Main Hoop

- The main hoop should be as wide as the full width of the interior of the car and be as close to the roof as possible. The main hoop must be constructed using one continuous length of tubing and consist of 4 bends or less, totaling 180 degrees (+/- 10 degrees)
- The main hoop must have a diagonal brace within the main hoop that connects the corner of the main hoop above the driver's head to the mounting plate on the diagonally opposite corner

Rear Legs

- The main hoop must have two rear braces connecting the main hoop to the chassis
- The rear legs should be as close to the top of the main hoop as possible
- The rear legs may not contain any bends
- In cars where rear the rear windshield or bulkhead prevents rear leg installation, rear legs may pass through the windshield / bulkhead

Front Legs

- The front legs should follow the line of the front A pillars to the top of the windshield and be connected to the top of the main hoop as close as possible to the roof
- There must be one bar connecting the two front legs at the top of the windshield, as close to the roof as possible
- “Halo Bar” and “Front Hoop” construction is also permitted

Side Impact Protection

- At least two door bars must be used on the driver’s side of the cage
- At least one door bar must be used on the passenger side of the cage
- Modification of door trim and door handles is allowed to accommodate side impact bars
- NASCAR door bar construction (two horizontal impact bars going into the door with three vertical connecting points) is permitted on both sides. Other designs may be permitted based on Chief of Tech approval
- Removal or Modification of door trim, internal components, and door glass may be removed to accommodate the installation of NASCAR style side impact bars

Materials

The roll cage main hoop, front legs or halo hoop structure, and rear legs shall be constructed using SAE 4130 Seamless Alloy, Seamless Mild Steel, or Mild Steel DOM. Minimum Tubing sizes and wall thicknesses are determined by vehicle dry weight (without fuel or driver), as follows:

Vehicle Dry Weight	Minimum Diameter and Thickness
Under 1500 lbs.	1.375" X 0.095"
1501 lbs. – 2500 lbs.	1.500" x 0.095"
2501 lbs. – 3000 lbs.	1.500" x 0.120" or 1.750" x 0.095"
3001 lbs. – 4000 lbs.	1.750" x 0.120"
Over 4000 lbs.	2.000" x 0.120"

Padding

Any part of the roll cage that could potentially come in contact with the driver should be covered in roll bar padding.

E. Technical Inspection

1. Vehicle Logbooks

Each entrant must possess and have on hand a current IMG vehicle logbook issued for the entered vehicle. IMG authorized staff and authorized inspection shops may issue a vehicle logbook based on a successfully completed annual inspection, a completed IMG annual technical inspection form, or a current vehicle logbook from a recognized sanctioning body.

2. Safety Inspection

Annual Safety Inspection

Each calendar year, each vehicle must go through a technical full inspection and the annual technical inspection form completed. These inspection forms should be submitted to the technical inspector at your first race of the year.

Event Safety Inspection

Maintaining a safe and properly prepared vehicle is part of every driver's responsibility. All drivers are responsible for inspecting their own cars prior to each event. Safety inspectors will be present at track to verify that cars are safe and ready for competition. Please make sure that your car meets all of the above safety requirements, and that you have all necessary documentation with you at each event.

Post Incident Safety Inspection

All vehicles involved in a major incident on track must report to the Chief of Tech with their current logbook before they are allowed back on track.

A full technical inspection should be performed after any of the following:

- Involvement in a major crash or on track incident
- An at-track safety inspector requests it of a participant
- Alterations or damage occurs to any of the safety equipment

F. Rules of The Road

1. On the Track

In order to maintain a safe driving environment, we ask that all drivers follow these on track rules:

General Rules

- Metal to metal contact is strictly forbidden and will be closely monitored
- Over-aggressive / unsafe driving will not be tolerated and will be penalized
 - Two spins or 4-wheel offs during any practice or qualifying session will result in an automatic black flag and a talk with the stewards
 - Three spins or 4-wheel offs during any practice or qualifying session will result in the loss of your current session, and you will start the following race from last place
 - Three spins or unforced 4-wheel offs will result in a stop + go penalty
 - Other incidents and infractions will be handled by the stewards on a case-by-case basis
- Failure to obey flags and directions from corner workers or officials may result in penalty

Starts

- Most IMG races are started in double-file rolling start format behind a pace car
- All cars should stay in line with the car in front and maintain a consistent gap of no more than two car lengths until the green flag is displayed
- The driver on pole may choose their starting position (inside or outside) (if the stewards are not informed, the pole starter will start on the inside)
- Cars will be directed by a splitter (inside or outside) as they leave pit lane
- The race starts as soon as the green flag is waved at Start/Finish. If a green flag is not waved, maintain your current speed and continue the formation lap until the green flag is displayed

Passing

- The overtaking driver takes primary responsibility for a safe pass
- The defending driver may make one move to defend their position. Multiple defensive moves, weaving, or aggressive and sudden movements will be considered blocking and are prohibited
- If the overtaking vehicle is partially or fully alongside the defending driver's vehicle, it is the responsibility of both drivers to share the road and avoid contact
- Point-bys are appreciated when allowing faster cars through to avoid out of class racing

Driving Off-Course and Spinning

- If you are involved in a spin or off-track excursion, wait for clear track and (when possible) a signal from the nearest corner worker before re-entering the track
- If your car becomes stuck or stranded on or off the track, it is strongly recommended that you stay in the car, belted in with all safety gear in place.

Body Contact

- Metal to metal contact between cars is strictly forbidden
- If any metal to contact occurs between two cars during a practice or qualifying session, both cars will start the race at the back of the field regardless of fault
- If you are involved in a metal to metal incident on the track, you must report to the Chief Steward immediately after the session or race

2. In the Paddock

The paddock is a communal area with participants, staff, friends, families, children, and possibly pets. In order to maintain a safe environment for everyone at the event, stay alert and adhere to the following rules:

- The paddock speed limit is 5 mph for all vehicles (including golf carts and bicycles)
- All children should be supervised at all times
- Burnouts, brake testing, and similar behavior are prohibited in the paddock
- Any fluid spills (gasoline, brake fluid, oil) must be cleaned up immediately
- Dispose of all trash in the provided trash cans
- Take care of the facility! Participants will be financially responsible for any damage incurred to the facility on track or in the paddock
- All pets must be kept on a leash. Some tracks have special rules regarding pets. Please clean up after your pets.

3. In the Hot Pit / Pit Lane

- Speeds in pit lane must be judicious and safe. Special rules may apply based on the track and facility
- If you need to stop in the pits, stop within the designated pit stalls as close to pit wall as possible
- Do not block the active lane or stop in front of the paddock entrance or exit
- No fuelling may take place in pit lane except during Endurance races or with Stewards' permission
- Any fluid spills must be cleaned up immediately
- All individuals in the hot pit must wear at least a t-shirt, long pants, and closed toe shoes
- All individuals in the hot pit must be 16 years or older (or abide by track regulation if more restrictive)
- No pets are allowed in the pit or on pit lane

G. Endurance Racing Regulations

1. Endurance Race Rules

Endurance races are races of one or more hours in length and involve one mandatory pit stop, which may include a driver change. Drivers may drive stints of up to 3 continuous hours at a time, with at least a 1-hour break in between. Drivers may drive both stints of an Endurance race of up to three hours.

Drivers with a current IMG Race License or equivalent from a recognized sanctioning body are eligible to participate.

Mandatory Pit Stop Rules

- All Enduro drivers must make one mandatory pit stop during the 2-hour Enduro
- During this stop, the driver must exit the vehicle completely, have both feet on the ground, and touch the top of the vehicle before re-entering. Crew members may assist the driver while exiting and entering the vehicle
- The engine may remain running if no fuel is being added to the car
- Teams may choose to change drivers, add fuel, or service the car during this mandatory pit stop. Please see below for details regarding refuelling in pit lane
- Teams may make additional pit stops as desired

Pit Lane Rules

- Pit spaces will be assigned to teams on the day of the event. If you have any requests for pit location or position, please let us know by emailing info@imgracing.com prior to the event or by coming to registration the day of the event
- All crew members “over the wall” in the pit box must wear shirts, long pants, and closed toe shoes. Crew members handling fuel in the pit box must wear additional protection (see below)
- Driving in pit lane must be at a reasonable safe speed with no reckless stops or starts
- Cars that overshoot their pit box may be pushed back into position. Cars may not back up under power in pit lane
- Pits will be open during periods of full course caution

Refuelling in Pit Lane

- Any crew member fuelling the car in the pit box must wear at minimum a single layer fire resistant suit (Nomex, Pyrotex, or equivalent) rated SFI 3.2/1 or higher with a fire resistant balaclava and goggles or helmet with face shield

- The crew member fuelling the car must be accompanied by a fireman with a minimum 10BC handheld fire extinguisher
- All drivers and crew must be completely out of the car and the engine turned off while fuelling takes place
- No other work may take place on the car during fuelling
- Each team is responsible for cleaning up any fuel spills immediately. Please use overflow catch pans under the fuel filler and vent to minimize potential fuel spillage in pit lane

2. SprintDuro Race Rules


A SprintDuro is a modified Endurance race of up to 2 hours in length. The first 30 minutes of each SprintDuro is scored and timed as a Sprint Race. There is one mandatory pit stop involved, which may include a driver change. All other normal Endurance Racing rules apply.

SprintDuro On-Track Procedure

- All SprintDuro racers will start with the sprint race drivers at the start of the 2 hour session
- The first 25 minute leg of the session will proceed as a sprint race, with a halfway signal (2 furled flags displayed in an X), 2 laps to go signal (2 furled flags pointed straight up) and 1 lap to go signal (1 furled flag pointed straight up) displayed as in a normal sprint race
- At the 25 minute mark, a waving checkered flag will be displayed alongside a standing green flag. All Sprint-Only drivers will complete the lap they are on and return to pit lane in a safe and controlled manner. All SprintDuro drivers will continue on track for the remainder of the 2 hour session
- The second leg of the race will proceed as a regular endurance race. All drivers must make one mandatory pit stop, with the driver completely exiting the car with both feet on the ground (see below for additional details)
- A Halfway signal will be displayed at the 1 hour mark, as will the 2 laps to go and 1 lap to go signals towards the end of the race
- A waving checkered flag will be displayed at the 2-hour session, signifying the end to the SprintDuro. SprintDuro drivers will be scored and receive awards for their finishing position at the end of the Sprint Race portion as well as at the end of the entire 2-hour SprintDuro

H. Flags and Signals

Flags are the most important form of communication when you are on track. Take your time and make sure you know what each flag means.

<p>Yellow (standing)</p> 	<p>Caution - No Passing</p> <p>There is a vehicle or incident ahead.</p> <p>No passing until you are clearly past the incident.</p>	<p>Yellow (Waving)</p> 	<p>EXTREME Caution - No Passing</p> <p>There is a vehicle or incident blocking the racing line or in a dangerous position. Use caution, and be prepared to take evasive action.</p> <p>No passing until you are clearly past the incident.</p>
<p>Black</p> 	<p>Return to Pit</p> <p>Complete the lap you are on and return to pit lane. Report to the pit marshal for instructions.</p> <p>If the Black Flag is displayed at all stations, all cars must return to the pit.</p>	<p>Red</p> 	<p>Emergency - Stop Safely</p> <p>Come to a complete stop as quickly and safely as possible on the side of the course.</p> <p>Look for your nearest corner station and wait for further instructions.</p>
<p>Blue</p> 	<p>Allow Faster Cars to Pass</p> <p>Check your mirrors – a faster car is approaching quickly. Be prepared to let the faster car pass safely. Do not impede the passing car or involve yourself in a race with a lapping car.</p>	<p>Debris</p> 	<p>Stay Alert for Debris or Fluid</p> <p>There may be debris or fluid on the course. Be prepared to avoid the debris. The flag will be withdrawn within 2-3 laps if the condition remains unchanged.</p>
<p>Meatball</p> 	<p>Mechanical – Return to Pit</p> <p>Slow down and return to pit. There is a mechanical problem with your car.</p> <p>If you are leaking excessively on course or if your car is unable to return to the pit, pull off and wait for assistance.</p>	<p>White</p> 	<p>Slow Moving Vehicle – Pass with care</p> <p>A very slow moving vehicle is on the course. You may pass it, but take extreme care.</p> <p>This vehicle may be an emergency vehicle or another participant.</p>
<p>Green (or no flag)</p> 	<p>Track is Clear</p> <p>Proceed normally. The session is underway and the course is clear.</p>	<p>Checkered</p> 	<p>End of Session</p> <p>Your session has ended. Complete that you are on and return to pit lane at a SLIGHTLY reduced speed.</p>