

DEFINITION OF TERMS

The following terms, which appear periodically throughout this Rule Book, have the following meanings:

1. "Grand-Am" - The trade name and registered servicemark of Grand American Road Racing Association, LLC.
2. "Grand-Am Headquarters" - The principal office of Grand-Am, located at 1801 West International Speedway Boulevard, Daytona Beach, Florida 32114.
3. "Grand-Am Regulations" - The regulations in this Rule Book, as they may be amended from time to time as provided in Section 1-2, and all Supplementary Regulations issued pursuant to Section 1-7.
4. "Grand-Am Officials" – Individuals licensed by Grand-Am to officiate as an employee or independent contractor at an Event, in accordance with Section 12.
5. "Grand-Am Supervisory Officials" - The officers, employees or agents of Grand-Am as designated herein or in a Grand-Am Bulletin. Grand-Am may designate in a Grand-Am bulletin additional persons as Grand-Am Supervisory Officials. The Grand-Am Supervisory Officials for 2000 are:
 - John Bishop, Commissioner
 - Roger Edmondson, President
 - Paul Brooks, Vice President
 - Dave Watson, Director of Competition
 - Bruce Mosley, Director of Marketing
 - Tom Seabolt, Director of Operations
 - Mark Raffauf, Race Director
 - Jerry Krueger, Technical Director
 - Georgette Hoover, Administration Services Manager
 - Don Abbott, Administrator
6. "Member" - An individual or entity who has been accepted by Grand-Am as a Member pursuant to the Grand-Am Regulations, and whose membership has not expired, or been suspended, canceled or terminated.
7. "Event"- A Grand-Am sanctioned automobile competition. It includes the designated race as well as all periods for registration, inspections, time trials, qualifying races, practice runs, pre/post-race inspections and rain or postponed dates related thereto and all other activity at the Promoter's facility during the period of time commencing 48 hours prior to the beginning of registration for the race and ending 24 hours after such a race.
8. "Promoter" - The individual, partnership, corporation, joint venture or other legal entity that, in connection with the Event, is designated as the Promoter in the executed sanction agreement for the Event.
9. "Competitor" - A driver, car owner, team manager, crew member or other person (other than a Grand-Am Official) who participates competitively in an Event. Whenever the words Competitor, driver, car owner, team manager, mechanic, team member or crew member are used, unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, team manager, mechanic, or crew member assigned to or a member of the same racing team.

GENERAL REGULATIONS

SECTION 1 – GRAND AMERICAN ROAD RACING ASSOCIATION RULES

- 1-1 Effective Date** – The Grand-Am Regulations are effective upon the date of publication by Grand-Am, regardless of when a Competitor receives actual notice. “Date of Publication” of the Regulations, any amendment thereto, or any Supplemental Regulations pursuant to Section 1-7, is the earliest of mailing from Grand-Am Headquarters or release to the daily or trade press.
- 1-2 Amendment** – The Grand-Am Regulations may only be amended by publication of an amendment in a Grand-Am Bulletin issued by Grand-Am Headquarters pursuant to the authority of the President of Grand-Am or other duly authorized official of Grand-Am. An amendment is effective upon the date of publication by Grand-Am, regardless of when a Competitor receives actual notice.
- 1-3 Applicability** – The Grand-Am Regulations are applicable to all Events.
- 1-4 Interpretation and Application** – If there is a disagreement or dispute regarding the meaning or application of the Grand-Am Regulations, the interpretation and application by the Grand-Am Officials at the track shall prevail. Notwithstanding the foregoing or any other provision in the Rule Book, Grand-Am Supervisory Officials may review an interpretation or application of the Regulations where the Supervisory Officials deem such review to be appropriate.
- 1-5 Finality of Interpretation and Application** – The interpretation and application of the Grand-Am Regulations by the Grand-Am Officials at the track (or by a Grand-Am Supervisory Official when conducting a review provided by Section 1-4) shall be final and non-appealable, except as provided in Sections 13 and 14 below. In order to promote automobile racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them, ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY GRAND-AM OFFICIALS (WHETHER LOCAL, REGIONAL OR NATIONAL) (AND GRAND-AM SUPERVISORY OFFICIALS WHEN MADE) AS TO THE APPLICABILITY AND INTERPRETATION OF THE GRAND-AM RULES ARE NON-LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST GRAND-AM OR ANYONE ACTING ON BEHALF OF GRAND-AM, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE GRAND-AM OFFICIALS OR SUPERVISORY OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD-FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER, COMPETITOR OR OFFICIAL. IF A MEMBER, COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, COMPETITOR OR OFFICIAL AGREES TO REIMBURSE GRAND-AM FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEYS’ FEES. EACH MEMBER, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST GRAND-AM FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.
- 1-6 Principal Rule of Interpretation and Application** – The Grand-Am Regulations are intended to ensure that Events are conducted in a manner that is as fair as possible for all Competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict application of the Grand-Am Regulations may not achieve this goal. In such rare circumstances, Grand-Am Officials, as a practical matter, may make a determination regarding the conduct of the race, the eligibility of a Competitor, or similar matters that is not

contemplated by or is inconsistent with the Grand-Am Regulations, in order to achieve this goal. Such determinations are reviewable by Grand-Am Supervisory Officials as contemplated in Section 1-4 above. All such determinations are subject to the finality rule in Section 1-5 above.

- 1-7 Supplementary Regulations** – Supplementary Regulations may be made and issued by Grand-Am Officials or Supervisory Officials for an Event. Supplementary Regulations shall apply to the conduct of that Event if they are published or announced prior to or during the Event by means of a bulletin, newsletter, telephone fax or pre-race meeting.

SECTION 2 – MEMBERSHIP

- 2-1 Eligibility** – Grand-Am may, but is not required to, accept as a Grand-Am Member any individual or business entity interested in road racing, so long as the individual or entity has properly and truthfully completed and filed a membership application, agreed to abide by the Grand-Am Regulations, paid the fee(s) prescribed for membership, and meets the required qualifications. Grand-Am is dedicated to the highest degree of professionalism, sportsmanship and integrity in road racing. For that reason, Grand-Am may reject the membership application of an otherwise qualified applicant in the interest of automobile racing or Grand-Am. Among other things, participation or involvement by a Member or applicant (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to automobile racing or to Grand-Am, whether in the course of racing activity or not, and whether the applicant was a Member or applicant at the time of such conduct, may result in rejection of a membership application by Grand-Am.
- 2-2 Application Process** – Application forms for a Grand-Am membership may be obtained from Grand-Am Headquarters. Upon completion, they must be submitted to Grand-Am Headquarters, which is the only Grand-Am office authorized to issue such memberships. Membership application forms must be fully executed, signed by the applicant, and accompanied by the requisite fee. The receipt of a Grand-Am membership application form and fee by a Grand-Am Official does not constitute the issuance of or approval by Grand-Am of such an application for Grand-Am membership. Applicants will be advised in writing by Grand-Am Headquarters whether their application for membership has been approved by Grand-Am Headquarters.
- 2-3 Membership Status** – A Grand-Am Member, including a Member who has been issued a license pursuant to Section 3, is not an agent, servant or employee of Grand-Am by virtue of such membership or license. With respect to any Grand-Am related activities in which a Member engages, unless the Member is also an employee of Grand-Am, the Member shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than Grand-Am, and not an agent, servant or employee of Grand-Am. Each such Member, or the Member's employer, is obligated to furnish any tools, supplies or materials necessary to perform the Member's duties. Each such Member shall be responsible for compensating, and shall be responsible for all actions, of their employees or agents. Each such Member assumes all responsibility, either by himself or his or her employer, for any charges, recordkeeping, premiums and taxes, if any, payable on any funds the Member may receive as a result of any activities as a Grand-Am Member, including but not limited to, social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes.
- 2-4 Suspension** – Grand-Am may suspend a membership for a definite or indefinite period of time in the interest of automobile racing or Grand-Am. The affected member may appeal such a suspension to the Grand-Am Commissioner.

- 2-5 Voluntary Termination** – A Member may terminate his or her membership at any time by providing a letter of resignation to Grand-Am Headquarters. Such Member shall have no right to receive, and Grand-Am shall not be obligated to refund, any part or all of the fees previously paid by the Member to Grand-Am.
- 2-6 Involuntary Termination** – Grand-Am may terminate a membership at any time in the interest of automobile racing or Grand-Am. Such Member shall have no right to receive, and Grand-Am shall not be obligated to refund, any part or all of the fees previously paid by the Member to Grand-Am. The affected Member may appeal such a termination to the Grand-Am Commissioner.
- 2-7 Expiration** – Membership expires automatically on the last day of the calendar year in which the membership is issued.

SECTION 3 – LICENSES

- 3-1 Eligibility** – Grand-Am will determine eligibility of any person or entity who has properly filed a license application and meets the required qualifications for the license. Grand-Am is dedicated to the highest degree of professionalism, sportsmanship and integrity in road racing. For that reason, Grand-Am may reject the license application of an otherwise qualified applicant in the interest of automobile racing or Grand-Am. Among other things, participation or involvement by a Member or applicant (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to automobile racing or to Grand-Am, whether in the course of racing activity or not, and whether the applicant was a Member or applicant at the time of such conduct, may result in rejection of a license application by Grand-Am. Any person or entity whose application has been rejected may appeal to the Grand-Am Commissioner a decision by Grand-Am rejecting the license application.
- 3-2 Licenses Required** – Every person or entity who desires to participate in an Event as a driver, car owner, crew member, Grand-Am Official, premier sponsor or Promoter must apply for, receive, and possess a valid, current Grand-Am license authorizing participation in that capacity.
- 3-3 Application Process** – Application forms for a Grand-Am license may be obtained from Grand-Am Headquarters. They must be completed and submitted to Grand-Am Headquarters, which is the only Grand-Am office authorized to issue such licenses. License application forms must be fully executed, signed by the applicant, and accompanied by the requisite fee. The receipt of a Grand-Am license application form and fee by a Grand-Am Official does not constitute the issuance of or approval by Grand-Am of such an application for a Grand-Am license. Applicants will be advised in writing by Grand-Am Headquarters whether their application for a license has been approved.
- 3-4 Minors** – If the license applicant is a minor under the laws of his or her state of residence, the applicant must also submit, with his or her application, a fully executed and signed Minor's Release. This Minor's Release must be signed by the applicant's natural father AND mother or by a court appointed legal guardian. As with all applications, Grand-Am may, but is not required to, approve the application of any applicant under 21 years of age.
- 3-5 Licenses Non-Transferable** – A Grand-Am license is non-transferable and non-assignable. It may be used only by the person or entity to whom it is issued. Any attempt to transfer, lend, or permit any other person or entity to use it shall result in a fine imposed on the licensee by Grand-Am of not less than Five Hundred Dollars (\$500) and suspension or termination of the license. IF FOR ANY REASON, WHETHER INTENTIONAL OR UNINTENTIONAL, A LICENSE IS TRANSFERRED, LOANED OR USED BY ANY OTHER PERSON OR ENTITY, THE LICENSEE SHALL INDEMNIFY GRAND-AM AND ALL

RELATED PARTIES FOR ANY DAMAGES ARISING IN CONNECTION WITH SUCH TRANSFER, LOAN OR USE.

3-6 Minimum Driver License Requirements –

- A. To secure and maintain a Grand-Am Competitor license as a race driver, a Grand-Am Member at a minimum must:
 - 1. Be at least 16 years of age.
 - 2. If requested by Grand-Am Officials, submit to and pass driving ability tests conducted by and at the discretion of Grand-Am Officials, whose decision as to the applicant's driving ability is final and binding on the applicant.
 - 3. Be physically fit as determined in the sole discretion of Grand-Am. In this regard, Grand-Am may require a Competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
 - 4. Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am.
- B. In order to participate in FIA-approved Events, a licensee must also have a valid, current FIA license. Application for a FIA license shall be made through any ACCUS, FIA member club.

3-7 Minimum Car Owner License Requirements –

- A. To secure and maintain a Grand-Am Competitor License as a car owner, a Grand-Am Member at a minimum must be at least 16 years of age, and he or she must own a racing car. If the car is owned by a partnership or corporation or other business entity, the managing partner or president must satisfy the same age requirements.
- B. Grand-Am will issue the license in the name of the car owner. If the car is owned by a partnership or corporation or other business entity, the license will be issued in the name of the partnership, corporation or business entity, and the license will further indicate the name of the business entity. That person will be the party responsible for all communications and contact with Grand-Am regarding all business (as opposed to racing competition) matters in connection with the car.
- C. The licensee may use the assigned car number on the car or cars owned by the licensee as follows. During an Event, the licensee may use an assigned number to identify a particular car; a number may not be transferred by the licensee to another car during the Event except with Grand-Am approval. At a subsequent Event, the licensee may use the number to identify a different car owned by the licensee. Points and other prizes for car owners will be awarded to the licensee, depending upon the performance of the car identified by the number assigned to the licensee. If Grand-Am changes a car owner's number during the season, Grand-Am, at its option, may transfer to the new number championship points accumulated using the previous number.
- D. Grand-Am reserves the right to revoke, reassign or transfer car numbers to another licensee at any time. Car numbers are non-assignable and non-transferable, except by Grand-Am.
- E. A car owner Competitor license is non-assignable and non-transferable. With respect to a car owner that is a partnership, corporation or other business entity, the licensee shall inform Grand-Am Headquarters in writing promptly if the partnership is altered in any material manner or the corporation's stock or assets are sold (other than routine daily stock sales) or become the subject of a merger or the business entity's ownership interest materially changes. When it is informed of such a change, by the licensee or otherwise, Grand-Am in its sole discretion may revoke the license, as of the date of the change or otherwise. If Grand-Am revokes the license, the new partnership, corporation or business entity must submit a new license application. Grand-Am may assign the old car number or numbers to the new licensee, or it may assign a new car number or numbers. Grand-Am in its sole discretion may assign to the new licensee championship points earned by the former licensee if doing so is in the interest of competition and automobile racing. Grand-Am may make such other determinations regarding scoring,

point funds, and the distribution of the purse or prize monies as it determines to be in the interest of competition and automobile car racing.

3-8 Minimum Crew Member License Requirements – To secure and maintain a Grand-Am Competitor license as a crew member, a Grand-Am Member at a minimum must:

- A. Be at least 16 years of age.
- B. Be physically fit to be a crew member, as determined in the sole discretion of Grand-Am. In this regard, Grand-Am may require the Competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
- C. Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am from time to time.

3-9 Minimum Corporate License Requirements – To secure a Grand-Am Corporate License, a Grand-Am Member at a minimum must:

- A. Be at least 16 years of age.
- B. Be an employee of a company which has a direct sponsorship program with Grand-Am (Official Status, Contingency Programs, Special Awards and Series Sponsors).
- C. Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am from time to time.

3-10 Minimum Officials License Requirements – To secure a license as a Grand-Am Official, a Grand-Am Member at a minimum must:

- A. Be at least 16 years of age.
- B. Possess, in the sole discretion of Grand-Am, the necessary qualifications and abilities to carry out the duties of a Grand-Am Official.
- C. Furnish a completed Official's agreement with the license application.
- D. Be physically fit to perform the duties of an Official, as determined in the sole discretion of Grand-Am. In this regard, Grand-Am may require the Official or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
- E. Execute and deliver to Grand-Am such authorizations, releases, applications, consents, waivers and other documents as may be required by Grand-Am from time to time.

3-11 Minimum Promoter License Requirements – To secure a license as a Grand-Am Promoter, a Grand-Am Member at a minimum must:

- A. Be at least 16 years of age. If the Promoter is a corporation, partnership, or other business entity, the president, managing partner or head of the business entity must meet this requirement.
- B. Be affiliated with a person or entity that has entered into a valid sanction agreement for one or more Events.

3-12 Use of Grand-Am Licenses –

- A. Licensees must present their Grand-Am license to Grand-Am Officials at any time upon request.
- B. The license of a Member suspended or terminated at any time for any reason, must be promptly forwarded to Grand-Am Headquarters. Even if the Member fails to do so, the license shall be inoperative and invalid, unless the Member has been suspended, in which case the license shall be inoperative and invalid until the lifting of the suspension. Grand-Am Headquarters will return the license to the Member upon the lifting of the suspension.

3-13 Suspension – Grand-Am may suspend a license for a definite or indefinite period of time, or for all or specified Events or tracks, in the interest of automobile racing or Grand-Am. The affected Member may appeal such a suspension to the Grand-Am Commissioner.

- 3-14 Voluntary Termination** – A licensee may terminate his or her license at any time by surrendering his or her license, accompanied by a letter of resignation, to Grand-Am Headquarters. Such Member shall have no right to receive, and Grand-Am shall not be obligated to refund, any part or all of the license fees previously paid by the Member to Grand-Am.
- 3-15 Involuntary Termination** – Grand-Am may terminate a license at any time in the interest of automobile racing or Grand-Am. Such Member shall have no right to receive, and Grand-Am shall not be obligated to refund, any part or all of the license fees previously paid by the Member to Grand-Am. The licensee may appeal such a termination to the Grand-Am Commissioner.
- 3-16 Expiration** – A license expires automatically on the last day of the calendar year in which the license is issued.
- 3-17 Ejection** – A Grand-Am Official or Supervisory Official may eject a licensed Member from an Event or from the racing premises in an emergency situation, to promote the orderly conduct of the Event. An ejection is final, non-appealable and non-reviewable, except as provided in Section 1-4.
- 3-18 Interim Review of Licensee Qualifications** – Grand-Am in its sole discretion may review the qualifications of a licensee at any time after issuance of a license, may require the licensee to submit to such additional physical examinations, to submit a resume to include driver information and record of competition, or to pass such additional driver ability tests, and may take such other action or require the licensee to take such other action as Grand-Am may deem appropriate, to determine whether the licensee continues to qualify for a license under these Regulations.

SECTION 4 – INJURY REPORTS

- 4-1** Any Member involved in an accident while on the racing premises must report to a Grand-Am Official before leaving the premises (if such Member is able to make such a report).

SECTION 5 – SANCTIONED EVENTS

- 5-1** A Grand-Am sanctioned Event is an Event which Grand-Am has agreed in writing to sanction, in an applicable, fully-executed Sanction Agreement that is in effect at the time of the Event.
- 5-2** A Grand-Am sanction is issued only by Grand-Am Headquarters on the appropriate form, after approval by Grand-Am. The issuance of a sanction for a specific Event does not obligate the Promoter or Grand-Am to enter into a sanction agreement, or to issue a sanction, for any other Event(s).
- 5-3** Individuals holding current, valid Grand-Am licenses are authorized to participate in Events. FIA license holders who do not possess a current Grand-Am license may compete, but are not eligible for Grand-Am point fund awards or any of the benefits of Grand-Am Membership.
- 5-4** All changes relating to an Event, including time trials, must be approved in advance by Grand-Am Headquarters.
- 5-5** No Grand-Am Member may use or be under the influence of any stimulants, depressants or tranquilizers, including but not limited to alcoholic beverages, narcotics, etc., during an Event. It is the sole responsibility of the Promoter to provide sufficient security personnel at all times during an Event to enforce this provision Grand-Am shall be the sole judge as to whether such stimulants, depressants or tranquilizers are being used.

SECTION 6 – SAFETY

6-1 Automobile racing is an inherently dangerous sport. Each Competitor assumes that risk when he or she participates in an Event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. Although safety generally is everyone's concern, Grand-Am cannot be and is not responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows:

- A. Promoter: The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for the Event; that adequate safety personnel and equipment are provided for each Event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the Event.
- B. Grand-Am: Employees and representatives of Grand-Am, when they are present at an Event, will inform the Promoter of any inadequacies in the facilities, safety personnel, and equipment, or other conditions at the track that they (a) observe and (b) consider in their best judgment to be inconsistent with the interests of safety. GRAND-AM, HOWEVER, DOES NOT MAKE ANY REPRESENTATIONS OR WARRANTIES OF SAFETY TO ANY COMPETITOR OR OTHER PERSON, AND CANNOT AND DOES NOT TAKE RESPONSIBILITY TO ENSURE THE ADEQUACY -- FOR PURPOSES OF SAFETY -- OF THE RACING FACILITY, SAFETY PERSONNEL OR EQUIPMENT, OR CONDITIONS AT THE TRACK. The Promoter (see above) and the Competitors (see below) are solely and ultimately responsible for such matters at Grand-Am sanctioned Events.
- C. Competitors: All Competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the Event. Competitors must report to the Promoter promptly any inadequacy in the facilities, personnel, equipment, or conditions at the track. Competitors also are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize to the degree possible the risk of injury to themselves and others. NEITHER GRAND-AM NOR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.
- D. Grand-Am Officials: Grand-Am Officials should report promptly to the Promoter any observed safety inadequacies in the racing facilities, safety personnel and equipment, and conditions at the track. In addition, if a Grand-Am Official observes any safety inadequacy in a Competitor's race car, racing equipment, or conduct, the Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The Competitor is obligated to follow the Official's directives. GRAND-AM IS NOT RESPONSIBLE FOR THE ACTIONS OR INACTIONS OF ANY GRAND-AM OFFICIAL AS IT PERTAINS TO SAFETY.

SECTION 7 – ENTRIES AND GENERAL COMPETITOR OBLIGATIONS

7-1 Entry Requirements –

- A. In order to compete in an Event, a Member must submit and have approved an Official Entry Blank for the Event. Telephone or electronically submitted entries will not be accepted. Grand-Am publishes the sole Official Entry Blank for the Event. For purposes of this Section, "Official Entry Blank" refers to the form of entry required by Grand-Am for Members to officially enter an Event.

- B. It is the responsibility of the Member to obtain the appropriate Official Entry Blank, and to ascertain and abide by all applicable deadlines and instructions. The distribution of such forms to Competitors does not relieve them of this responsibility.
- C. The Member must complete the Official Entry Blank for the Event in full and submit it to the appropriate office (as specified on the Official Entry Blank) by the deadline listed thereon.
- D. In the event an Official Entry Blank is not submitted by the deadline, Grand-Am in its sole discretion may decide to accept the Competitor's entry, in which case he or she will be eligible for prize money but not for Grand-Am points or entry deadline bonus money, if any (unless otherwise authorized by Grand-Am). The date of the entry blank submission will be determined by the date contained in the U.S. postal mark (if mailed), Grand-Am recognized courier receipt, or the Grand-Am date stamp (if delivered in person to Grand-Am). Telephone or electronically submitted entries will not be recognized.
- E. Acceptance of any entry is at the discretion of Grand-Am.

7-2 Competitor Obligations, Agreements and Releases –

- A. BY SUBMITTING AN ENTRY APPLICATION AND/OR TAKING PART IN ANY ACTIVITY RELATING TO THE EVENT, A MEMBER AGREES TO ABIDE BY THE DECISIONS OF GRAND-AM OFFICIALS AND SUPERVISORY OFFICIALS, WHETHER LOCAL, REGIONAL OR NATIONAL, RELATING TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NON-APPEALABLE AND NON-LITIGABLE, EXCEPT AS PROVIDED IN SECTIONS 13 AND 14 OF THIS RULE BOOK. SUCH A MEMBER FURTHER AGREES TO INSPECT THE RACING AREA TO INSURE THAT IT IS IN A SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE MEMBER VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST GRAND-AM, PROMOTER OR THEIR OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES BY REASON OF DAMAGE TO THE CAR, THE DRIVER, THE PIT CREW OR ANY OTHER PERSON. ALL MEMBERS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH AND PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN-ROUTE THERETO OR THEREFROM. EACH MEMBER ACKNOWLEDGES THAT MEMBER'S SPOUSE AND NEXT-OF-KIN HAVE BEEN ADVISED THAT MEMBER UNDERSTANDS THE HIGH RISK OF SERIOUS INJURY OR DEATH WHICH MAY RESULT FROM RACING, AND THAT THE MEMBER SOLELY ASSUMES ALL SUCH RISKS.
- B. When a Competitor submits an Official Entry Blank, and the entry is accepted, the Competitor becomes obligated to attempt in good faith to compete in the Event to the best of his or her ability.
- C. If a Competitor enters an Event without having properly submitted a fully-executed Official Entry Blank, the Competitor by such entry nevertheless agrees that he or she is subject to all Grand-Am Regulations, amendments, and Supplemental Regulations, as well as all statements, releases and obligations appearing in the Official Entry Blank, as if he or she had properly submitted a fully-executed Official Entry Blank.
- D. Only persons approved by Grand-Am may enter the racing area. Competitors may not enter the racing areas (i.e., garage areas, pits, racing surface and similar areas) unless they personally have signed all required entry forms, waiver and release of liability forms, and pit permits applicable to the particular Event. No person will sign at any time, for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than themselves.

- 7-3 Advertising And Promotion Release –** Each Competitor, by entering a Grand-Am sanctioned Event, grants to Grand-Am, its duly authorized agents and assigns, an exclusive license to use and sublicense his or her name, likeness and performance, including photographs, images and sounds of such Competitor and/or any vehicle(s) with respect to

which the Competitor competes in Grand-Am sanctioned Events, in any way, medium or material (including but not limited to broadcasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by Grand-Am, sales and other commercial projects, and the like) for promoting, advertising, broadcasting, recording or reporting any Grand-Am sanctioned event before, during and after such event, and each Competitor hereby relinquishes to Grand-Am exclusively and in perpetuity all rights thereto for such purposes.

7-4 Broadcast And Other Rights – Each Competitor, by entering a Grand-Am sanctioned Event, acknowledges that Grand-Am, and its licensees and assigns, exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by Grand-Am, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including but not limited to in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any Grand-Am Event or the Competitor's performance in the Event, and that Grand-Am is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise, created from the images, sounds and data arising from or during any Grand-Am Event and the Competitor's performance in the Event. Each Competitor agrees to take all steps reasonably necessary, and all steps requested by Grand-Am, to protect, perfect or effectuate Grand-Am's ownership or other interest in these rights. Each Competitor agrees not to take any action, nor cause others to take any action, nor enter into any third party agreement which would contravene, diminish, encroach or infringe upon these Grand-Am rights.

7-5 Competitor and Sponsor Advertising –

- A. Grand-Am will specify category and series/contingency sponsor decal identification in standard locations on each car for each Grand-Am category.
- B. Grand-Am may approve or disapprove the content, placement and size of any advertising, decal or sponsorship identification for any reason. Grand-Am may refuse to permit any Competitor to participate in an Event if Grand-Am determines that any advertising, sponsorship or similar agreement to which the Competitor (or a car owner, driver or crew member related to the Competitor) is or will be a party, is detrimental to the sport of automobile racing, to Grand-Am, or to the Promoter for any reason, including without limitation, the public image of the sport.
- C. All drivers must wear the official Grand-Am series sponsor patch on the uppermost left chest area of the uniform and the Grand-Am patch on the uppermost right chest area.
- D. Grand-Am may require an event decal and patch to be displayed in standard locations on the car and driver's uniform.
- E. All drivers are required to sign the standard advertising release on their license applications and/or the entry form, granting to Grand-Am, the series sponsor and the Promoter the rights set forth in Section 7-3.

SECTION 8 – INSPECTIONS

8-1 Time and Manner – All cars, car parts and equipment are subject to inspection by Grand-Am, at any time and in any manner determined by Grand-Am Officials. All decisions by Grand-Am Officials regarding the timing and manner of inspection as well as which cars, car parts or equipment will be inspected are final, non-appealable and non-reviewable except as provided in Section 1-5.

- 8-2 Inspection Area** – Only those persons approved by Grand-Am Officials will be admitted to the inspection area.
- 8-3 Car Eligibility** – Grand-Am Officials will determine whether a car, including any car part or equipment, meets the applicable specifications for an Event as set forth in the Rule Book. Such determinations may be made by Grand-Am Officials at any time before, during or after the Event.
- 8-4 Competitor Obligations** – A Competitor must take whatever steps are requested by a Grand-Am Official to facilitate inspection of the car.
- 8-5 Inspection Prior to Race** – If a Grand-Am Official determines prior to the race that the car, including any car part or equipment, does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Official, the deficiency (a) is so insubstantial as not to warrant a determination that the car is ineligible to race; (b) will not provide the Competitor with a competitive advantage over other Competitors; (c) will not adversely affect the orderly conduct of the race. If the Official permits the car to compete under these circumstances, the Official will apprise the Competitor in writing of the deficiency, and if the deficiency has not been corrected by the date and time specified by the Race Director, a penalty may be imposed by the Race Director, and the car will be prohibited from competing in any future Event until the deficiency has been corrected.
- 8-6 Car Sealing or Impounding** – Grand-Am has the right, for inspection and/or competitive analysis purposes, to seal or impound cars, car parts or equipment entered and competing in an Event. Grand-Am is not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such sealing or impounding.
- 8-7 Inspection After Race** – At an Event where the Grand-Am Regulations, Supplemental Regulations or Grand-Am Officials mandate inspection after the Event, any car that has competed in the Event may not be taken from the racing premises without permission from the Grand-Am Director of Competition. Grand-Am Officials may assess an inspection fee of up to \$5,000.00 for any engine that requires additional cooling time in excess of the maximum cooling down time of three (3) hours from the official completion of the race. If a Grand-Am Official determines after the race that a car, including any car part or equipment, does not meet applicable specifications, but the deficiency is so insubstantial as to not provide the Competitor with a significant competitive advantage over other Competitors, the Official in the exercise of his or her sole discretion, may determine that the car, car part or equipment was eligible for the Event, but will apprise the Competitor in writing of the deficiency and direct the Competitor to correct the deficiency for future Events. The car will be prohibited from competing in any future Event if the deficiency has not been corrected by the date and time specified by the Official.
- 8-8 Equipment or Parts Failing To Meet Specifications** – Grand-Am has the right to confiscate any car part and/or equipment, without obligation for payment or reimbursement, which fails to meet applicable Grand-Am specifications during an Event. If Grand-Am determines that any car part, equipment or fuel used by a Competitor does not meet Grand-Am specifications, Grand-Am may declare the car ineligible for the Event, disallow the Competitor's qualifying times, withdraw the Competitor's opportunity to qualify for the Event, and/or make such other determination as may be appropriate in the interest of competition.
- 8-9 Competitive Analysis** – From time to time, Grand-Am may determine, in the interest of competition, that it is necessary or appropriate to undertake an analysis of the performance capabilities of a car, car part or equipment. The Competitor shall take whatever steps are requested by the Grand-Am Director of Competition for this purpose. Grand-Am also has the right to seal or impound cars, car parts or equipment for this purpose. Grand-Am is not

responsible for payment, reimbursement, damage or loss to the Competitor as a result of such analysis, sealing or impounding.

- 8-10 Finality of Inspection and Eligibility Decisions** – Inspection and/or eligibility decisions are final, non-appealable and non-reviewable except as provided in Section 1-5.

SECTION 9 – RACE PROCEDURE

9-1 Race Procedure Defined – Race Procedure is the manner in which an Event is conducted. It includes, but is not limited to, determinations regarding the eligibility of cars for competition, qualifying procedures, the line-up of the cars, the start of the race, the control of cars throughout the race by flags, lights, or other direct communication between Grand-Am Officials and Competitors, the election to stop or delay a race, control of pit activity, flagging, the positioning of cars at any time, the assessment of lap and time penalties, and the completion of the race. It does not include the assessment of penalties (disqualification, suspension or fine) except lap and/or time penalties imposed during a race or immediately after a race as provided in Section 9-9 below. The rules in this section provide the framework for Grand-Am Officials to implement race procedures. In addition to interpreting and applying these rules, Grand-Am Officials are authorized to make such other determinations or take such other action as they determine to be necessary to promote the best interests of automobile racing, including but not limited to fairness and prompt finality of competition results.

9-2 Finality of Race Procedure Decisions – All decisions by Grand-Am Officials at the track involving race procedures are final and non-appealable, subject-only to review by Grand-Am Supervisory Official(s) if one (1) or more such Officials determine that extraordinary circumstances exist that require such review. In making such a determination, the interest of finality in competition results will be a principal consideration. Grand-Am Supervisory Officials will not review any race procedure decision unless it has been brought to their attention by an affected Member within twenty minutes after the posting by Grand-Am of the results of the race or qualifying Event at which the race procedure decision was first made. If a Grand-Am Supervisory Official(s) determines (a) that the race procedure decision should be reviewed, and (b) that the decision was in error, the Supervisory Official(s) may take whatever action deemed appropriate to initiate a remedy to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualifications, suspensions or fines), or awarding or subtracting points. The Supervisory Official(s) may alternatively elect not to take remedial action. All such decisions are final and non-appealable (except the imposition of a penalty, as provided in Section 13).

9-3 Driver, Team Manager Responsibilities –

- A. The Team Manager shall be the sole spokesperson for the driver, car owner, and team members in any and all competition matters pertaining to the Event (other than proceedings pursuant to Section 13, 14 and 15 of the Rule Book). At all Events, the Team Manager assumes responsibility for the actions of his or her driver and team members, and may be subject to disciplinary action as a result. Unpaid fines for the Team Manager, driver, crew members, and/or the car owner may be collected by Grand-Am by deducting same from the purse or point fund earnings of the driver or car owner.
- B. All drivers must be on time to compete in an Event for which they are scheduled to compete. Any driver or car not ready to compete within five (5) minutes of the time called, may be sent to the rear of the line in time trials or races, or left out of the remainder of the day's qualifying Events or racing activities, at the discretion of Grand-Am Officials.
- C. Changes of driver at any time will not be made without advance notification to Grand-Am Officials.

9-4 Race Start –

- A. All cars that are in the official starting line-up must be on the starting grid ready to participate fifteen (15) minutes before the pace lap(s) start. Any car arriving late to the starting grid may be permitted to enter the track during the pace lap(s) but must start the race at the rear of the field. If a car is allowed to enter the race after the starting flag is displayed, the competitor must receive approval from Pit Road Personnel.
- B. If a car does not leave the starting grid, drops out during the pace laps, or drops out of the race before the completion of the first official lap, and thereafter fails to return to the race, its finishing position will be determined by its starting position in relation to other cars that do not complete the first official lap.
- C. Once the field of cars is lined up and the starter signals the drivers to be ready, pace laps will set at the discretion of the Grand-Am Officials. During the pace laps, if a car does not maintain its designated position in the starting field, Grand-Am Officials may reposition the car at their discretion. Addition of fuel will not be permitted until the completion of the first green flag lap by the leader. Scoring and official distance begins when the leader crosses the start/finish line after the starting flag is displayed.

9-5 Race Halt –

- A. The Grand-Am Officials will determine whether the racetrack is suitable for competition.
- B. A race may be stopped at the discretion of the Grand-Am Officials at any time they determine, in the exercise of their independent judgment, that the track is not suitable for competition.

9-6 Race Halt/Restart Before One (1) Lap Completion – When a race is stopped before the completion of one (1) lap, there shall be a complete restart in the original starting positions.

9-7 Race Halt/Restart After One (1) Lap Completion – When a race is stopped after the completion of at least one (1) lap, cars will line up in the order in which they were running at the completion of the last full lap before being stopped.

9-8 Official Completion – Unless otherwise stated in the official Supplementary Regulations, all races will be run until the leader has completed the advertised distance. However, if unforeseen circumstances prevent the completion of the advertised distance and it is impractical to continue the race within a reasonable time after it has been stopped, the race will be considered officially completed after the halfway mark has been reached by the leader.

9-9 Lap or Time Penalties – The Race Director or his designee may impose a time or lap penalty during a race by calling a car into and holding the car in the pits, or holding a car already in the pits, for a specified period of time or number of laps. A lap or time penalty during a full course yellow condition is not permitted. The following standard time penalties will be imposed by a Grand-Am Official during an Event:

- A. Too many individuals over the pit wall prior to the car stopping in the pit - 10 seconds
- B. Too many individuals over the wall and/or working on the car during a pit stop - 20 seconds
- C. Working under the car during refueling, or without jack stands - 30 seconds
- D. Leaving the pit with pit equipment, hoses, tools, etc. still attached to the car - stop and go penalty under green flag condition
- E. Hitting or running over pit equipment while leaving the pit - stop and go penalty under green flag condition
- F. Having equipment over the wall prior to the car stopping in the pit - 10 seconds
- G. Exceeding the designated pit lane speed - stop and go plus a 10 seconds penalty under green flag condition
- H. Individual over the pit wall in improper attire - 10 seconds and person will be ejected from the pits

- I. Fire bottle improperly manned - 10 seconds
- J. Improper or inoperative dead-man valve on the refueling rig - 60 seconds
- K. Exposed facial hair or eye protection not in place on the refueler during a pit stop - 10 seconds.

Grand-Am Officials may impose other or additional lap or time penalties as they deem appropriate under the circumstances. Lap or time penalties are not subject to appeal.

9-10 Qualifying - In all events less than six (6) hours in length, all cars must start the race with the engine used in qualifying in order to retain their grid position.

9-11 Testing - Competitors may not test at a race facility within two (2) weeks of an Event at that facility, unless Grand-Am designates such a test as an "official" test open to all Competitors.

SECTION 10 – RACE PROCEDURE (FLAG RULES)

10-1 General – Grand-Am Officials will use flags, as set forth in this section, for the purpose of providing drivers with information. Grand-Am Officials may use light signals in addition to or in lieu of flags. If a driver is informed of a decision or event by Grand-Am Officials in a manner other than by use of flags or light signals, then use of a flag or light signal in that situation is not necessary. The procedure for use of flags and/or lights by Grand-Am Officials may vary for individual series or races.

10-2 Flag Signals – The following standard flag signals will be by Grand-Am Officials used to advise participants of various specific instructions and conditions.

- A. Green Flag – Start of race, track is clear, cancellation of a previous flag condition.
- B. Red Flag – The race is stopped. It will be displayed only at the start/finish flag position. In the event a red flag is displayed, a stationary black flag will also be displayed at each flagging station simultaneously with the red flag at the start/finish position. All drivers must reduce speed and be prepared to stop at any time. No passing is allowed. All drivers must proceed in single file back to the pit lane and await further instructions from Grand-Am Officials in the pits. Unless authorized by the Race Director and announced to all Competitors, no Competitor may perform any type of service on his or her race car, including those already in pit lane prior to the display of the red flag, until the race is restarted. The red flag is also used in the pit lane to control exiting from the pit lane area.
- C. Yellow Flag – If the yellow flag is displayed in a motionless manner, it means danger, no passing, slow down, course workers are on the course. If the yellow flag is waved, it means extreme danger, no passing, slow down, course workers on the course. In either case, Competitors must be prepared to stop or take avoiding action.
- D. White Flag – If the white flag is displayed in a motionless manner, it means a slow moving race car, service vehicle, tow truck, ambulance or fire truck is ahead. If the white flag is waved and displayed at start/finish line only, it means the start of the last lap. The white flag will be displayed to the leader first and then to the remainder of the Competitors.
- E. Yellow Flag with Red Stripes – Slippery surface or debris on the racing surface ahead.
- F. Blue Flag – If the blue flag is displayed to a Competitor in a motionless manner, it means another Competitor is following or catching the flagged Competitor and may be trying to pass. If the blue flag is waved, the Competitor to whom it is displayed must move over for another Competitor trying to pass. The blue flag is ordinarily used for a Competitor who is unaware of an overtaking Competitor or is clearly obstructing another Competitor.
- G. Black Flag – If the black flag is displayed to a Competitor in a furred manner, it means the Competitor has committed an act of unsportsmanlike conduct. The Competitor must discontinue the unsportsmanlike conduct or be penalized. If the black flag is waved at a Competitor, the Competitor must stop in his or her pit on the next pass by the pit area for

consultation with a Grand-Am Official. It means that the Competitor has committed an infraction of the Rule Book or an act of unsportsmanlike conduct. The Race Director will halt the timing and scoring of a Competitor who fails to obey a waving black flag for four consecutive laps.

- H. Black Flag with Orange Disc – The Competitor's car has a mechanical problem. When this flag is displayed to a Competitor, he or she must report to his or her pit on the next lap.
- I. Black and White Checkered Flag – End of race or session. All Competitors may take a cool off lap at reduced speed or immediately return to the pit lane.
- J. Black-Flag All – When the black flag is displayed to all Competitors, it means there is an interruption of practice or qualifying. All Competitors on the course must return to the pits immediately, and may expect the session to resume when the temporary situation giving rise to the black flag is corrected. The black flag will be displayed at the start/finish line and at all corner stations.

10-3 Safety Car –

- A. During the course of an Event, the Race Director may dispatch the safety car at any time in order to neutralize the racing and correct a hazardous situation on course.
- B. The safety car will be dispatched by the Race Director following the display of two stationary yellow flags at each station. Competitors may not pass after the yellow flags are displayed. The safety car will take the course in front of the current race leader or, should the leader pit, the position where the leader would have been.
- C. All Competitors must close up and follow the safety car in single file. Competitors may enter pit lane at any time, but may only reenter the course under the specific signals of the Pit Exit Marshal. Competitors must fall into single file at the rear of the field after the field has passed the pit area.
- D. Once the safety car is dispatched on course, it will pace the field for a minimum of two laps.
- E. After the situation has been cleared the safety car will begin waving cars by if necessary, until the current overall race leader is directly behind the safety car. Such a wave will occur one time at the end of each safety car period. Competitors who have been waved by may pick up their speed and proceed in single file with no overtaking to catch up to the rear of the field.

10-4 Rules When Away From the Pits – Only a driver may refuel or service an automobile within the first line of protection on the circuit and only with the approval of the appropriate Course Marshal and the Race Director. Crew members or other outside assistance is not permitted within the first line of protection on the circuit. The Race Director must be notified in advance of a driver change taking place on the course. Course Marshals may push or tow a disabled automobile to a safe location without penalty to the Competitor. A driver may not push his car except in pit lane.

10-5 Pit Lane Regulations –

- A. When race cars are on the course a maximum of two (2) individuals per car may be allowed at the wall separating pit lane from the track unless the Supplementary Regulations published by Grand-Am for the race state otherwise. Competitors, including crew members, shall minimize the crossing of pit lane at all times. During a race, only one (1) person may go over the pit wall prior to a pit stop in order to signal in the driver. All other team members, equipment and industry personnel must remain behind the pit wall until the car has come to a complete stop in its designated pit. At that time a maximum of five (5) crew members are permitted over the pit wall at any one time in order to perform service on the car. The only other individuals permitted over the pit wall at such times are:
 - 1. A driver sitting in the car.
 - 2. A driver entering or exiting the car, but the driver may not perform any function other than assisting one another in entering and exiting the car.

3. Industry representatives examining components on the car.
 4. The designated team member manning a fire extinguisher when required.
- B. Jack Stands – Whenever a team member is working under a car in pit lane the car must be supported by Jack Stands or Safety Supports acceptable to Grand-Am Officials.
 - C. Prior to leaving the pit, the race car must be free of all hoses, tools, etc. At no time may a car be driven over tools, air lines, parts, wheels, etc. At no time may a team's tools, wheels, air lines, parts, etc. encroach upon the fast pit lane or adjacent pit spaces. The team is responsible for the safe signaling of their car back into pit lane traffic. At the conclusion of a pit stop the crew must promptly return all equipment, clean all spills and return themselves behind the pit wall.
 - D. Pit Lane Traffic – No car may be driven under its own power in reverse or against traffic in pit lane. A driver who overshoots his pit must either continue on and complete another lap or he may be pushed in reverse by his crew. A car may be pushed in pit lane by the driver, crew, and/or Grand-Am Officials. A car in pit lane may be push-started under supervision of a Pit Marshal.
 - E. Removal From the Pits – Cars may be removed from the pits during a race only with permission from the Race Director. The Race Director will permit the removal of a car from pit lane in order to complete work on the car that is hazardous or inconvenient to perform in the pits. The Race Director may assign a Pit Marshal to observe the work being done outside the pits.
 - F. Pit Equipment –
 1. Uniforms – All crew members shall wear clean uniforms or other appropriate clothing at all times during practice, qualifying and races in order to present a professional appearance to the public. Tank tops, short pants and other inappropriate attire will not be permitted in the pit area on either side of the pit wall. Whenever a car is being refueled during an Event, crew members, industry representatives and all other individuals over the pit wall must wear at least a single layer, full-fire resistant suit on their exterior (see refueling regulations).
 2. General – Body parts, fuel, air tanks, parts, tools, wheels, etc. must be stored in the pit in such a way that they do not block or infringe on any fire lanes or designated safety zones.
 3. Air Tanks – Compressed air tanks must be securely fastened or anchored once their protective caps are removed. A protective cage must be installed around the regulator and fittings at all times.
 4. Tools – No electric or potential spark producing tools may be used in the pits.
 5. Batteries – Slave batteries or auxiliary starting devices are permitted on the grid and in the pits but only if they are equipped with a protective sealed jack/receptacle unit.
 6. Pit Structures – Any structure or fixture extending outward over the pit wall and into pit lane must be at least 6' 7" above the pit lane surface.

10-6 Refueling –

- A. All refueling in pit lane during a race must be done with a gravity-fed fueling rig approved by Grand-Am Officials and meeting the following specifications. The rig must be a vented overhead fuel rig with a maximum overall height of 6'7" (excluding the vent) as measured from the pit lane surface, and a maximum capacity of 65 gallons. The fuel hose must be 2" maximum inner diameter and a minimum length of 8'. The hose must be fitted with an automatic shut off valve at the base of the fuel tank and must be manned during refueling. The shut off valve must immediately stop the flow of fuel into the hose when it is manually released. The valve may not be fitted with any device that allows it to stay in the locked open position. Each refueling hose must be fitted with a restrictor, as specified by Grand-Am for each category, within a minimum 8" of clear hose adjacent to the refueling probe at the end of the hose. All fuel must pass through the restrictor. Nothing else is permitted inside the refueling hose. A 2" inner diameter

- vent hose must connect the car to the overhead refueling rig tank or to an approved container mounted to the overhead tank behind the pit wall.
- B. Refueling and vent hoses must be fitted with approved dry break couplers.
 - C. No leakage or spillage of fuel will be tolerated.
 - D. The refueling rig may not be refilled during a pit stop. The addition of weight or any other force is not permitted on or in the refueling tank for the purposes of increased fuel flow beyond that of normal gravity.
 - E. The driver may remain in the car and the engine may be left running during refueling. No Competitor may work under the car while refueling is in process.
 - F. Refueling on the starting grid is not permitted.
 - G. During practice and qualifying only, cars may be refueled in pit lane from containers no larger than five gallons in capacity and equipped with dry break fittings on the fill and vent.
 - H. All refueling during a race must take place in the pit lane unless a car is on the course and is without fuel, in which case the car may be refueled if permitted by Grand-Am Officials.

SECTION 11 – TIMING AND SCORING

11-1 Official Scoring – The Grand-Am Official designated by Grand-Am to be the Official Scorer for an Event is responsible for timing and scoring the Event. The decisions of the Official Scorer, with respect to timing and scoring, are final unless the Official Scorer elects to request a re-check by Grand-Am Headquarters or when the Official Scorer is asked by a Team Manager who has competed in the Event to submit a request for such re-check to Grand-Am Headquarters.

11-2 Scoring Re-check Procedure – A Team Manager asking the Official Scorer to submit a request for a re-check to Grand-Am Headquarters must do so in person within 20 minutes after the declaration of finishing positions has been made by Grand-Am Officials. The finishing positions of an Event, including any individual race, time trial, or qualifying race, shall not be considered official if a re-check is requested as provided herein, in which case the results of the Event shall be considered official upon the announcement of the re-check decision by Grand-Am Headquarters. If the Official Scorer elects to request a re-check of the timing or scoring of an Event, the Official Scorer shall promptly forward to Grand-Am Headquarters the request and scoring data for the Event. If a Team Manager who has competed in the Event asks the Official Scorer to request such a re-check, the Official Scorer shall promptly forward to Grand-Am Headquarters the request and score data for the Event, accompanied by a \$500.00 non-refundable service fee collected from the Team Manager. Decisions of Grand-Am Headquarters on a scoring re-check are final, non-appealable and non-litigable.

SECTION 12 – GRAND-AM OFFICIALS

12-1 Officials – The Grand-Am Officials responsible for the orderly conduct of an Event are as follows:

- A. Director of Competition
- B. Race Director
- C. Starter/Flag Marshals
- D. Technical Director/Technical Inspectors
- E. Pit/Paddock/Grid Marshals
- F. Chief Registrar/Registrars
- G. Press Officer
- H. Chief Timer and Scoring
- I. Safety Car Team
- J. Medical Director

The above Grand-Am Officials may delegate part of their duties to assistants.

12-2 Conduct – Every Grand-Am Official is expected to conduct himself or herself in a manner that will reflect positively on the sport of automobile racing, and that is in accordance with these Regulations, at all times. A Grand-Am Official shall have no responsibility or authority beyond his position, but a single Grand-Am Official may hold more than one position.

12-3 Duties –

- A. Director of Competition - This individual is the chief executive in charge of the overall competition and operations at Grand-Am Events.
- B. Race Director – This individual is in charge of an Event and is responsible for the overall conduct of the Event. This position has the authority and responsibility to:
 - 1. Maintain order with respect to the conduct of the Event.
 - 2. Execute the program of events and activities per the schedule published in the Supplemental Regulations/Official Entry Blank.
 - 3. Prevent ineligible automobiles or participants from competing.
 - 4. Order inspections of any automobile in order to determine compliance with technical regulations.
 - 5. Receive and process protests in accordance with section 14.
 - 6. Authorize driver changes.
 - 7. Modify or alter the Supplementary Regulations or schedule as may be appropriate in light of to local conditions.
 - 8. Determine whether conditions are suitable to commence and continue the Event.
 - 9. Assess penalties in accordance with Section 13.
 - 10. Replace any Grand-Am Official unable to perform his or her duties.
 - 11. Supervise the distributions of awards to Competitors.
 - 12. Compile a report on an Event if requested.
- C. Starter/Flag Marshals – The Starter and Flag Marshals operate directly under the Race Director and control Competitors from the time the automobiles enter the course until the conclusion of the Event and all Competitors have returned to the pit/paddock area.
- D. Technical Director – The Technical Director is responsible for checking all competing automobiles for compliance with all safety and technical regulations. The Technical Director and his or her assistants will be responsible for conducting inspections at the Race Director's request and will control, under the Race Director's supervision, all technical aspects during the course of the Event. The Technical Director is responsible for reporting any and all safety or technical irregularities to the Race Director.
- E. Pit/Paddock/Grid Marshals – These Marshals are responsible for the orderly organization of the pit and paddock area, pit lane assignments, gridding cars in correct starting order, maintaining traffic flow between the paddock and pit areas, and enforcing pit lane regulations during practice, qualifying and racing.
- F. Chief Registrar – The Chief Registrar and assistants are responsible for the necessary entry verification, licensing and issuance of credentials in accordance with the Supplementary Regulations for the Event.
- G. Chief of Timing & Scoring – The Chief of Timing & Scoring and assistants are responsible for the accurate timing and scoring of all practice, qualifying and racing activities. He or she maintains all point championships and is required to produce and maintain at Grand-Am Headquarters a complete record of each Event for historical purposes.
- H. Safety Car Team – The Safety Car Team is responsible for the orderly execution, under the Race Director's direction, of all caution periods during a race and the coordination of all pace car activities prior to the race, including pace laps.
- I. Medical Director – The Medical Director is responsible for staffing and operating the Event medical staff and facility with qualified personnel. The Medical Director's primary responsibility is the treatment of any injuries sustained by Competitors during the Event. The Medical Director is responsible for providing written reports on any medical related incidents to the Race Director and appropriate authorities.
- J. Other – Other officials may be appointed as needed to fulfill specific duties.

SECTION 13 – PENALTIES

- 13-1 Penalties** – Any Grand-Am Member who violates the Grand-Am Regulations, or attempts to bribe anyone involved with an Event, or is party to a fraud or any act detrimental to the sport of automobile racing or an Event, may be penalized by the Race Director or by a court convened by the Race Director.
- 13-2 Range of Penalties** – More than one penalty may be imposed for the same offense. Penalties may be imposed in order of severity as follows:
- A. Warning/Probation – The Race Director may impose a definite or indefinite period of warning/probation.
 - B. Fine – The Race Director or appointed court may impose a monetary fine of up to and including \$20,000.00. Fines must be paid within one week of the date the Race Director notifies the Competitor of the imposition of the fine. At the request of the Race Director, Grand-Am Headquarters will withhold prize moneys owed to a Competitor until all fines for which the Competitor is responsible are paid in full. A Competitor may not participate in an Event until all fines are paid in full.
 - C. Loss of Points – The Race Director may take away driver and/or manufacturer points otherwise awarded for a specific Event.
 - D. Disqualification – The Race Director or an appointed court may disqualify a Competitor from an Event. If a Competitor is disqualified, he or she will forfeit any monetary or point awards otherwise awarded for that Event. The official results will advance the next Competitors accordingly.
 - E. Suspension – The Race Director or an appointed court may suspend a Competitor's license to compete for an indefinite or definite period of time.
 - F. Loss of Accrued Points/Expulsion – A court appointed by the Race Director may eliminate all accrued championship points and/or expel a Competitor for serious offenses.

SECTION 14 – PROTESTS

- 14-1 Matters Subject to Protest** – If a Grand Am Member who is a Competitor believes that another Competitor has or will obtain a significant unfair competitive advantage by some action that the Member believes is in violation of the Grand Am Regulations, the Member may protest such action to the Race Director. Protests will not be accepted that are directed to a decision of a Grand Am Official or Supervisory Official on any subject not specifically provided for in these rules. Such subjects include, but are not limited to timing and scoring decisions (except as set forth in Section 11), inspection decisions and race procedure decisions.
- 14-2 Form** - Protests must be delivered to the Race Director in writing, specifically stating the regulation violated, signed by the Team Manager, and accompanied by a protest fee of \$1,000 cash (U.S. Dollars).
- 14-3 Time Limits** – A protest must be received by the Race Director within the following time limits:
- A. Any protest that a Competitor's car, car parts or equipment do not meet the specifications for the Event must be received prior to the scheduled close of technical inspection for the relevant Event qualifying session or racing.
 - B. Any protest against a Competitor's rule violation during qualifying or a race must be received within thirty (30) minutes after the official completion of the qualifying attempt or race.
- 14-4 Protests Against Cars** – If a protest is made against a car's eligibility, the protestor must provide, in addition to the written protest and protest fee, a cash deposit in the amount of \$2,500, payable in U.S. dollars.

If the protest is found to be valid, the cash deposit will be returned to the protester. If the Competitor who was protested is found legal the deposit is paid them.

Any Competitor who does not allow inspection of his or her car in connection with a particular Event is subject to immediate disqualification from the Event.

- 14-5 Disposition of Protests** – The Race Director shall first decide whether the matter is protestable, and if so shall decide the protest, or appoint a group of Grand-Am Officials to decide the protest, as promptly as possible, and shall inform the parties to the protest of the decision. A decision that the matter is not protestable is final and non-appealable. The Race Director (or the appointed Officials) will, as soon as practical, hear all parties and gather all appropriate information deemed relevant to the protest. In deciding the protest, the Race Director (or the appointed Officials) may take whatever action he or she deems appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualifications, suspension or fines, and/or loss of finishing position(s) in the Event), awarding or subtracting points, or taking no action.
- 14-6 Awards** – Prizes and awards will be distributed after the protest is determined, or at such later time as all protests affecting the results of the Event are resolved.
- 14-7 Malicious Protests** – Any Competitor who makes a protest that, in the judgment of the Race Director or appointed Officials, is malicious or frivolous or otherwise presented in bad faith, may be penalized pursuant to Section 13.

SECTION 15 – APPEALS

- 15-1 Appeals** – A Competitor may file an appeal against a penalty or protest decision affecting him or her, imposed by the Race Director or Grand-Am Officials, provided notice of appeal is given by the Competitor to the Race Director in writing within one day of the receipt of the penalty or within one hour of the announcement of the protest decision. In addition, any Member or applicant whose membership or license application has been rejected, or whose membership or license has been terminated, by Grand-Am may appeal such decision to the Commissioner.
- 15-2 Appeals Board** – A Competitor is entitled to file an initial appeal and, if not satisfied with the result, to file a final appeal. An appeals board, consisting of individuals appointed by the Commissioner for their knowledge and understanding of the sport, shall be appointed by the Commissioner to be responsible for the orderly administration of initial appeals. The Commissioner is responsible for the orderly administration of final appeals. The appeals board may act with a quorum of three (3) individuals.
- 15-3 Effect** – Filing an appeal will have no effect on the implementation of the penalty or protest decision that is the subject of the appeal, unless the Commissioner determines in his or her sole discretion to the contrary. Prizes and awards may be withheld by Grand-Am until such time as the appeal process is complete.
- 15-4 Form** – Appeals must be in writing and signed by the appellant. Initial appeals must be received by the Race Director and accompanied by a \$1,500.00 cash (U.S. dollars) appeal fee. With respect to an appeal of a protest decision, an appellant must notify the appeals board within 30 minutes of an initial appeal decision relating to a protest decision if he intends to present a final appeal to the Commissioner. Any final written appeal, whether relating to a penalty or protest decision, must be received by the Commissioner within three (3) days of the initial appeal decision, accompanied by an additional \$1,500.00 cash (U.S. dollars) final appeal fee.

- 15-5 Hearings** – Initial appeals will be heard by the appeals board as soon as practical. For appeals involving a protest decision, all efforts will be made to administer the appeal prior to the conclusion of, or as promptly as possible after, the Event. The appeals board will establish the most appropriate procedure for hearing the appeal and shall inform all parties of the procedure prior to the hearing. Appellants and other involved parties may appear in person at hearings but may not be represented by another individual or attorney. Any Member summoned by the appeals board who refuses to appear may be subject to a penalty issued pursuant to Section 13. A majority of the appeals board must concur to modify any penalty or determine an appeal. If the appeals board fails to agree on any action, the appeal shall be forwarded to the Commissioner for final decision.
- 15-6 Final Appeals** – An Member may file with the Commissioner a final appeal against a judgment in an initial appeal affecting him. The Commissioner may choose to hear or not hear a final appeal, or may choose to review the written documentation and base his/her decision on the evidence presented at the initial appeal. The Commissioner's decision as to whether or not a final appeal should be heard is final and non-appealable. The Commissioner may hear the final appeal personally or may convene an appeals board to assist him in the final appeal. The final decision on the appeal, however, shall be made by the Commissioner. All parties will be informed of the time and place of any final appeal hearing. The Commissioner or parties may at their own expense call witnesses or present evidence, but any party must present his or her own case and may not be represented at the appeal by another individual or attorney. No other persons may be present at the final appeal hearing except those permitted by the Commissioner.
- 15-7 Appeal Decisions** – The initial appeal board or Commissioner may vacate, decrease or increase penalties previously imposed (or assess additional penalties), and may vacate, modify or uphold protest decisions, but may not order an Event re-run. The Commissioner and appeals board may publish their decision, and they may include the names of the parties involved. No Member shall have any right of action or claim against the Commissioner or appeals board.
- 15-8 Malicious Appeals** – The Commissioner may penalize in accordance with Section 13 the proponent of any appeal judged to be malicious or frivolous or otherwise presented in bad faith.

SECTION 16 – AUTOMOBILES SECTION

- 16-1** Grand-Am will publish regulations and specifications for various categories of automobiles eligible to participate in events.
- 16-2 Definitions** – “Automobile” or “car” is used throughout the Grand-Am Rule Book to mean the Grand-Am approved engine block crankcase and bodyshell/chassis combination. During a race neither the bodyshell/chassis or engine block may be replaced. For rotary engines the engine block/crankcase will consist of the front, intermediate and rear rotary housings.
- The automobiles must have four wheels not in line, two must affect steering and at least two affect propulsion.
- 16-3 Equivalence Formula** – The following standard formula will be used throughout the Grand-Am Rule Book.
- A. 1 inch = 2.54 centimeters = 25.4 millimeter
 - B. 1 foot = 12 inches = 0.3048 meters
 - C. 1 mile = 1760 yards = 5280 feet = 1.60934 kilometers
 - D. 1 square inch = 6.45 square centimeters
 - E. 1 cubic inch = 16.387 cubic centimeters
 - F. 1 U.S. gallon = 4 U.S. quarts = 231.18 cubic inches = 3.785 liters

- G. 1 pound = 16 ounces = 453.592 grams
- H. 1 mile per hour = 1.467 feet per second = 0.60934 kilometers per hour
- I. 1 millimeter = 0.1 centimeters = 0.03937 inches
- J. 1 meter = 3.28 feet = 1.0936 yards
- K. 1 kilometer = 1000 meters = 1093.6 = 0.62137 miles
- L. 1 cubic centimeter = 0.061 cubic inches
- M. 1 liter = 1000 cubic centimeters = 61.0255 cubic inches = 0.264 U.S. gallon
- N. 1 kilogram = 1000 grams = 2.2046 pounds
- O. 1 kilometer per hour = 1.62137 miles per hour
- P. Cylinder volume = $\frac{3.1416 \times \text{bore}^2}{4} \times \text{stroke}$
- Q. Engine displacement = cylinder volume x number of 4 cylinders
- R. 1 bar = 14.5 psi
- S. Atmospheric Pressure = 29.92" HG = 14.7 psi = 1.01 bar
- T. Weight of gasoline = 7.2 lbs. per gallon at 60° F
- U. Average Speed = $\frac{3600 \times \text{length of track} \times \text{number of laps}}{\text{Total of time in seconds}}$

16-4 Tires –

- A. Grand-Am will control the eligibility of tires in its sanctioned Events in order to maintain equality in qualifying and races.
- B. Grand-Am may:
 1. Require Competitors to use the same tire used in qualifying to start the race.
 2. Limit the number of tires used in competition.
 3. Require all Competitors to use the same tire.
 4. Mark or impound Competitors' tires.
 5. Prohibit the use of any tire which is, or a Grand-Am Official believes to have been, treated with a substance that may alter the properties of the tire as supplied by the manufacturer.
- C. Tire Warmers – The use of tire warmers or any other means of artificially warming tires is prohibited.

16-5 Fuel –

- A. Grand-Am reserves the right to require use of an official fuel
- B. Fuel will be automotive gasoline only.
- C. Official fuel must be used exactly as supplied.
- D. Only air may be mixed with the fuel as an oxidant.
- E. Grand-Am has the right to sample a competitors fuel at any time.
- F. Competitors are responsible for the safe and proper handling and security of their fuel from when it is dispensed to them until it is used. Competitors are responsible for properly disposing of all unused fuel at any time.

- 16-6 Technical Inspection/Minimum Mandatory Safety Requirements –** Each car entered in an Event must be inspected and approved by Grand-Am technical officials prior to being allowed to participate in practice for an Event.

SECTION 17 – STANDING SUPPLEMENTARY REGULATIONS

- 17-1** Grand-Am has created uniform Standing Supplementary Regulations to determine how series Events are conducted and how series championships are to be determined.

SECTION 18 – PRIZES, POINT FUNDS AND AWARDS

- 18-1 Sole Authority –** Grand-Am is the only authority for awarding of all Grand-Am Event prizes and Grand-Am series points and awards, and naming of all series champions.

18-2 Event Prizes – Prizes and awards for all Events will be distributed by Grand-Am in accordance with the Official Entry Blank for that Event. Grand-Am Members agree to abide by decisions of Grand-Am with respect to the establishment and distribution of such prizes and awards.

18-3 Point Funds – Grand-Am may established a point fund.

18-4 Grand-Am Driver Championship Point Awards -

A. Grand-Am will award driver points in each category of each individual series by finishing position as follows:

1.	35	11.	20	21.	10
2.	33	12.	19	22.	9
3.	31	13.	18	23.	8
4.	29	14.	17	24.	7
5.	27	15.	16	25.	6
6.	25	16.	15	26.	5
7.	24	17.	14	27.	4
8.	23	18.	13	28.	3
9.	22	19.	12	29.	2
10.	21	20.	11	30.	1

In 24-hour events, points will be awarded as above plus an additional ten (10) points. Events equal to or exceeding 500 miles or 1000 km, or 6-12 hours in duration, will be awarded points as above plus an additional five (5) points.

- B. Eligibility for Point Awards: A minimum of two drivers are required for all Grand-Am championship series events unless otherwise stated in the Supplementary Regulations. Drivers will be awarded points only in the first car driven. Drivers will be awarded points only if they hold a Grand-Am license. A driver nominated by an entrant will be eligible for point awards in any automobile entered by that entrant. A driver, driving a car without being properly nominated may forfeit any awards earned in that event. The minimum time or distance of an Event required to earn points will be detailed in the Event supplementary regulations.
- C. Distance is measured in whole laps completed by a car with lap credit going to the driver who crosses the scoring line at the end of each lap. In cases where a minimum distance is required to be eligible for points, fractional laps will not be counted.
- D. Ties - In the case of a tie in the final point standings the tie will be broken according to the drivers' relative number of first place finishes, the number of seconds, etc. down to tenth place finishes. If a tie still remains, the tie will stand and all awards will be equally distributed.
- E. Dispute - Grand-Am will decide any dispute or question about point awards.

18-5 Grand-Am Manufacturer Championships - Grand-Am will recognize manufacturer champions in each category as follows:

- A. SportsRacer – engine and chassis manufacturer
- B. SportsRacer II – engine and chassis manufacturer
- C. GTO – chassis/body manufacturer
- D. GTU – chassis/body manufacturer
- E. American GT – chassis/body manufacturer

The manufacturer championship will be based on relative point standings at the conclusion of the series.

Championship points will be awarded identically as in Section 18-4(A), except a given make may receive points only for its highest placing position in each Event.

In 24-hour Events ten (10) bonus points will be awarded to each position.

In Events equal to or exceeding 500 miles or 1000 km, or 6-12 hours in duration, five (5) bonus points will be awarded.

In the case of a tie in the final point standings, the tie will be broken per Section 18-4(D).

18-6 Grand-Am Team Owner Championships - Grand-Am will recognize team owner champions in each category of each individual series by finishing positions using the point scale found in Section 18-4(A).

In 24-hour Events, points will be awarded as above plus an additional ten (10) points. Events equal to or exceeding 500 miles or 1000 km, or 6-12 hours in duration, will be awarded points as above plus an additional five (5) points.

- A. To be eligible for points in the Team Owner Championship, the team owner must hold a current Grand-Am entrant license and be a registered participant in the Grand-Am Team Owner Program.
- B. Team Owners may register multiple cars in the Team Owner Program, but each car will earn points as a separate entity. Points earned by two or more cars will not be totaled. Points earned in one category may not be transferred to another.
- C. Distance is measured in whole laps completed by a car.
- D. Ties - In the case of a tie in the final point standings the tie will be broken according to the relative number of each car's first place finishes, the number of seconds, etc. down to tenth place finishes. If a tie still remains, the tie will stand and all awards will be equally distributed.

SECTION 19 – GRAND-AM AUTHORITY

19-1 Grand-Am Authority – Grand-Am is the sole and final authority for the development, maintenance and distribution of Grand-Am championship point funds, the awarding of Grand-Am championship points, the naming of manufacturer or series-sponsored Grand-Am champions, and the award of prize monies, in the manner set forth in the Grand-Am Rule Book. Notwithstanding that a specific Grand-Am Event may be listed on the FIA calendar or may be part of an Event counting towards a FIA championship, Grand-Am retains sole authority to settle finally any dispute that may arise during a Grand-Am Event, including any and all disputes that may affect individual or series awards, by naming a court of appeal according to the Grand-Am Rule Book.

19-2 FIA Licensing – All car owners entering Grand-Am Events that are also FIA-listed must possess a current, valid FIA Entrant's license. All drivers entering such Events must possess a current, valid FIA Driver License of the grade specified in the Official Entry Blank. If the Official Entry Blank permits FIA license holders who do not possess current Grand-Am licenses to compete, they are not eligible for Grand-Am point fund awards or any of the benefits of Grand-Am membership. They will be bound by the Grand-Am Rule Book, and any Supplemental Regulations for the Event.