



Independent Motorsports Group



EUROPEAN TOURING CAR CHALLENGE

Rules & Regulations

Version: 2014.1a

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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.

IMG would like to give special thanks to Griffin Gamcsik-Uly of G-Squared Photography and Hugh Stewart of Hi-Speed Motorsports, and our loyal ETC Challenge drivers for their ongoing efforts to make no-contact racing for all.

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. Rules and Guidelines

The European Touring Car Challenge series is a power to weight ratio based series designed to be an inclusive series where cars of all makes and models may participate in a European Touring Car race format.

The power to weight ratio limits for cars participating in the ETC Challenge series are:

11.0 lbs per HP* MINIMUM (with DOT R-Compound tires)

12.0 lbs per HP* MINIMUM (with non-DOT racing slicks)

2.5” ground clearance** MINIMUM, measured at the nose / splitter

*All weights **include** driver. You **must** meet your minimum weight at the end of qualifying and the races

Engine swaps between chassis built by and branded as the same manufacturer are permitted. Different chassis and engine manufacturers are prohibited. All cars must meet the minimum safety standards as defined in the **IMG Competition Racing Rules & Regulations Guide**.

Permitted and Unrestricted Components and Modifications

- Adjustable Rear Wings are **Allowed**
 - *Wings may be higher than the roof line*
- Suspension Upgrades are **Unrestricted**
- Brake Upgrades & Tire Size **Unrestricted**
- Transmission Upgrades are **Unrestricted**
- Anti-lock Brakes is **Allowed**
- Traction Control is **Allowed**
- Any roll cage that meets or exceeds the IMG minimum safety standards is **Allowed**

Restricted / Prohibited Components and Modifications

- Cars with tube-frame chassis or carbon-fibre tubs
- Nitrous Oxide systems
- Engine swaps across different manufacturers

Please note that vehicles with tube-frame chassis and engine swaps across manufacturers may participate via standard IMG Performance Index classing.

C. Supplemental Competition Rules

NO car-to-car contact is permitted

- If you are involved in car-to-car contact in the practice or qualifying, you will start from the back of the grid
- **Contact** in either race will result in the exclusion from that race

Power Outputs

- There **will not** be a dyno at the 2013 Get Loud! at Lime Rock Event
- *Drivers - PLEASE be honest with your power claims*
- Each driver/car is **required** turn in a dyno sheet at the beginning of the event. The results are to be performed with SAE correction on. There will be a 10% correction factor for Mustang Dynos

Post-Race Impound

- Following the finish of the races, the **top five** cars are required to report to impound.
- Following qualifying, we will be impounding *select* cars. You will be notified if you are chosen as you are pulling off the track
- If a competitor does not report directly to impound their results for that session **will** be disqualified

Race Format

- The starting grid for **Race 1** is determined by your qualifying time/qualifying position
- The starting grid for **Race 2** grid will be the Race 1 finishing order with the first 10 positions inverted

All points-scoring races are noted on the IMG Event Schedule as a **Sprint Race** or **Feature Race**. Qualifying Races will be timed and scored as regular sprint races, but will not count towards your series championship points.

Results

- The overall winner at each event will be determined by points, as follows:
- The last-place finisher in each race / time trial day will receive one point
- Each position above the last place car will receive one more point than the position below it
- The winner in each race will receive one additional point

For example, if there are 10 drivers in an ETC challenge event weekend, the points distribution are as follows:

Position	1	2	3	4	5	6	7	8	9	10
Points	11	9	8	7	6	5	4	3	2	1

In Addition:

- The driver with the best Fast Five Index (most consistently five fastest laps) will receive one additional point
- The driver with the fastest lap will earn one additional point

Awards

- The top three finishers will receive custom engraved trophies
- An **On The Move** award will be given to the driver who makes the most clean position advances
- A **Fast Five Award** will also be given to the driver with the most consistent five fastest lap times