



IMSA TECHNICAL MEMO IPC #21-01

To: IMSA Prototype Challenge Competitors

From: IMSA Competition

Date: 3 March 2021

Re: IMSA Technical Regulation Philosophy

One Daytona Blvd.
Daytona Beach, FL 32114
P: +1 (386) 310-6500

In response to Competitor inquiries, IMSA offers the following clarification of the general philosophy utilized in the IMSA Technical Regulations.

IMSA Technical Regulations for all Classes of the IMSA Prototype Challenge follow a common philosophy. The IMSA Technical Regulation philosophy can be summed in the following concepts:

- Cars are constructed and regulated to a controlled standard, the vehicle Homologation.
- Modifications to the Car are not permitted unless specifically stated in the applicable class's Technical Regulations.
- The Car, at all times, must adhere to:
 - The current Homologation Document(s) and valid extension documents (e.g., EVO).
 - The Manufacturer's or Constructor's Parts Manual.
 - Manufacturer submitted and IMSA approved declarations (where applicable).
 - The IMSA Technical Regulations for the Class
- Normal adjustment of the Car is permitted as defined by the applicable Car's Homologation and Class's Technical Regulations.
- Repair of the Car, parts, and components is permitted, provided it serves no additional purpose other than the repair itself. All such repairs must meet all Constructor / Manufacturer specifications and regulatory requirements.

Modifications by an Entrant to parts, systems, and/or components of the Car is not permitted for any reason. An Entrant wishing to perform any modification(s) must present modification(s) to the applicable Manufacturer or Constructor for formal approval from the applicable Homologating Authority for the Class. Entrants are not permitted to work directly with a Homologating Authority(s).

Entrants must have a current copy of the applicable Homologation for their Car Model at all times, as well as full access to the Manufacturer's / Constructor's Part Manual. Both of these documents together clearly identify the compliant specification of the Car and will be used as reference materials for both the Entrant and IMSA. A copy of the Homologation may be provided by the applicable Manufacturer / Constructor or purchased from the Homologating Authority.



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IMSA's regulations work in conjunction with Homologation regulations from a Homologating Authority. This sometimes creates conflicts across the various regulation sets. The hierarchy of these various regulations applies in descending order is as follows:

1. IMSA Class Technical Regulations and Bulletins
 - a. These IMSA Technical Regulations shall govern in any case where a conflict exists with the Homologation Regulations and Documentation.
2. Homologation Authority Technical Regulations and corresponding Homologation Form & Parts Book

Often the Homologating Authority has a combined set of Technical and Homologation regulations.

Example 1: Incorrect process

A Team has found that a suspension part of the Car is prone to failure when going over large bumps. The Team chooses to resolve the problem on their own and modifies the part with components made in their own shop, which are not in the Homologation or Parts Manual of the Car. IMSA Technical Staff find this modification during a post-Race inspection. IMSA finds that the car is not in the approved configuration and the Entrant is penalized.

Example 2: Correct process

A Team suspects a part on the Car may be prone to failure during longer races. The Team therefore informs their Manufacturer or Constructor representative of their concern. The Manufacturer or Constructor agrees that a modification or redesign is appropriate and submits a written proposal with supporting documentation to the Homologating Authority for review. Upon approval the Homologation documents are updated and distributed for equitable customer awareness and part implementation.

Homologation Authority for each Class:

Class	Homologating Authority
P3-1	ACO
P3-2	ACO