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IMSA TECHNICAL BULLETIN IPC #21-05

To: All IMSA Prototype Challenge P3-1 Participants
From: IMSA Competition
Date: April 15, 2021
Re: P3-1 Regulations Update – Foreword, Refueling, Electronic Components

Effective immediately, IMSA has published updates to the P3-1 Technical Regulations. The corresponding Technical Regulations have been posted in Redline and Blackline formats. The Blackline format is the official Regulations.

The Foreword and Article 9 have been updated to reflect numerous changes as follow:

FOREWORD:

HOW TO READ THE RULES

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

The hierarchy of these various regulations applies in descending order is as follows:

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

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

9.13. Fuel System

9.13.6. Refueling Receptacle

- a. During Practice and Qualifying Sessions, Entrants are permitted to install and utilize an ATL dry-break for the purpose of adding fuel to the Car.
 - i. ATL dry-break and associated equipment must be removed from the Car during the Race.

9.18. Electronics

9.18.1. General

a. Driving Camera

- i. Entrants are permitted to install a "Connected" camera system mounted per the applicable Car Model's Homologation
- ii. Entrants are permitted to install a stand-alone camera as a substitute to the "Connected" camera system.
 - (i) Stand-alone camera must be installed in the Homologated location.

b. Lap Timer

- i. Entrants are permitted to install a lap timer.
- ii. Lap timer must be mounted per the applicable Car Model's Homologation

c. Pitlane Timer

- i. Entrants are permitted to install a pitlane timer.
- ii. Pitlane timer must be mounted in the space defined for the lap timer for the applicable Car Model's Homologation.

d. GPS Antenna

- i. If any permitted equipment uses a GPS antenna, the antenna must be mounted no less than 75 cm away from the mandatory GPS Antenna.

9.18.2. Data Logger

- a. IMSA reserves the right to download and/or view all logged data at any time.
- ~~b. Entrants are permitted to install additional electronics equipment as follows:~~
 - ~~i. Stand-alone cameras (Go-Pro type)~~
 - ~~ii. Pit lane timers~~
 - ~~iii. "Connected" Camera system as Homologated for the Car Model.~~
- ~~c. If any permitted equipment uses a GPS antenna it must be mounted no less than 75cm away from the mandatory GPS antenna.~~