

IMSA Technical Committee Regulations

Article 1 – Purpose

The IMSA Technical Committee is a body with the purpose of maintaining the Balance of Performance and maintaining the Technical Regulations for Manufacturers, Constructors and Competitors competing in IMSA competition.

Article 2 – Missions

The primary missions of the Technical Committee are:

1. To produce, modify and maintain the Specific Class Technical Regulations.
2. To amend and/or adjust the performance parameters of the car in order to maintain the Balance of Performance.
3. To advise Manufacturers, Constructors, or Entrants on the performance of their vehicles in an equitable and timely manner.
4. To examine any change request from the responsible entities concerning Specific Car Regulations.
5. To prohibit any developments leading to a significant increase in production and operational costs of vehicles.

Article 3 – Composition

The IMSA Technical Committee is comprised of the following members (select members will meet on specific IMSA series related issues / requests):

- Geoff Carter IMSA Senior Director Technical Regulations & Compliance (Committee Chairperson)
- Simon Hodgson IMSA Vice President, Competition
- Mark Raffauf IMSA Senior Director, Racing Operations

IMSA Technical Staff:

- Scott Raymond IWSC Senior Technical Engineer
- Jeff Mishtawy ICTSC Senior Technical Manager
- Matthew Kurdock IMSA Senior Manager, Technical Systems
- Rob Elson Senior Technical Manager, IMSA Prototype Challenge presented by Mazda, Lamborghini Super Trofeo & Porsche GT3
- Chris Novotney IMSA Technical Systems Engineer

In addition to the above personnel, IMSA may also utilize Technical Consultants in the fields of Aerodynamics, Engine Calibration, and Vehicle Dynamics.

Article 4 – Operation

The Technical Committee may automatically act upon any question or request as defined by this policy. It may also act upon any request from Manufacturers, Constructors, or Entrants properly entered in the Class concerned, or from any person or entity wishing to participate with a new vehicle model.

Article 5 – Meetings

The Technical Committee meets regularly to review requests and data. The Technical Committee may hold *ad hoc* meetings on specific matters when the situation warrants such an action.

Article 6 – Requests

Any request from a Manufacturer / Constructor or Entrant must be submitted to the Technical Committee in writing via e-mail communication to the IMSA Technical Committee Chairperson, relevant IMSA Series Technical Manager, and the IMSA Vice President of Competition (3 people). All supporting information must be attached to any request received, and will be reviewed at the next Technical Committee Meeting. BoP related feedback must be submitted within the time window as communicated by the Chairperson after the conclusion of each event. All documentation must be provided by either the Manufacturer / Constructor or their designated agent. Requests must include all supporting data.

Email listing:

Geoff Carter - Senior Director Technical Regulations & Compliance (Committee Chair)	gcarter@imsa.com
Simon Hodgson - Vice President, Competition	shodgson@imsa.com
Mark Raffauf - Senior Director, Racing Operations	mr Raffauf@imsa.com
Scott Raymond - IWSC Senior Technical Engineer	sraymond@imsa.com
Jeff Mishtawy - ICTSC Senior Technical Manager	jmishtawy@imsa.com
Matthew Kurdock - IMSA Senior Manager, Technical Systems	mkurduck@imsa.com
Rob Elson - Senior Technical Manager, IPC, Lamborghini Super Trofeo & Porsche GT3	relson@imsa.com
Chris Novotney - IMSA Technical Systems Engineer	cnovotney@imsa.com

The Technical Committee, at their discretion, may:

- Request further information required to process a request
- Require further technical evaluation (any associated cost will be responsibility of the Requester)

Such further information must reach the Committee within 3 days following the notification of the request unless otherwise notified.

Article 7 - Decisions

Any decision by the Technical Committee will be provided in writing via e-mail communication to the Requester concerned prior to the next published applicable Technical Bulletin.