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## IMSA COMPETITION BULLETIN IMPC #19-03

To: All IMSA Michelin Pilot Challenge Participants

From: IMSA Competition

Date: December 13

Re: 2019 Michelin Challenge Sporting Regulations Update

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The following corrections, additions (where shown in red) or deletions are made to the 2019 IMSA Sporting Regulations & Series Supplementary Regulations for the Michelin Challenge and are effective immediately.

3.7.2. (SSR) To be eligible to participate in the Event, Drivers must submit an application with all required documents (including medical materials) by CoB on the ~~Friday~~ **Monday** two (2) weeks prior to the Event week. After this deadline until CoB on the Friday of the week prior to the Event, a fee must be paid to expedite the credentialing process. No applications (or related documents) are processed for the Event after CoB on the Friday of the week prior to Event. In some instances, deadlines may be adapted in consideration of holidays and consecutive Events. Deadline dates are listed in the SR.

3.7.3. ~~N/A For certain IMSA Development/Single Make Series, where the minimum age is specified in the applicable SSR, the minimum age may be further reduced to one (1) year younger at the sole discretion of IMSA where the Driver has significant racing experience in formal organized Competitions. However, a Driver must not be younger than 15 years of age in any circumstance.~~

### **37.5. (SSR) Minimum Refueling Time Audit.**

37.5.1. (SSR) An Entrant must not demonstrate a refueling time faster than the minimum full fill time listed in the class-specific BoP table and as verified by a single Minimum Refueling Time Audit.

37.5.2. (SSR) Requirements and process of the Minimum Refueling Time Audit:

- A. (SSR) Maximum fuel capacity and the Car must comply with the applicable Technical Regulations and Technical Bulletins including the BoP Table.
  - i. (SSR) The as-raced fuel capacity of the Car will be audited to verify compliance with the minimum refueling time listed on the class specific BoP table.
- B. (SSR) Autonomous Supply Tank and associated fittings, volume, height and peripherals, including supply/vent hoses, must comply with the Technical Regulations.
- C. (SSR) IMSA Official Inspection seals must be intact.
  - i. (SSR) Removal of inspection seals prior to a Post-Race Minimum Refueling Time Audit is considered a violation of the RULES and is subject to penalties established in Art. 12.20.2.



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- D. (SSR) Fuel level in the autonomous fuel supply tank must be full and verified by the designated IMSA official(s).
- E. (SSR) Car must be empty of fuel, engine off, off the air jacks, and on the ground, on its wheels and tires as raced.
- F. (SSR) All fuel pumps must be operational and running when directed by the IMSA Official.
- G. (SSR) During fuel delivery operations, the deadman ball valve must be in the position such that the throat of the ball is aligned axially with the outlet of the deadman valve body with the actuation handle fully extended.
  - i. (SSR) The deadman valve may be operated by an IMSA official.
- H. (SSR) Autonomous fuel supply tank vent must remain unrestricted.
- I. (SSR) IMSA measurement of the audit time starts upon the complete engagement of the fuel probe. The fuel probe must remain fully engaged throughout the Audit. The time stops upon a complete and visible vent as determined by the SDTRC (or appointed designee). The measured time and volume will be correlated to the IMSA mandated autonomous supply tank level sensor where applicable.
- J. (SSR) It is the responsibility of the Entrant to comply with the minimum allowable class-specific refueling time or may be subject to the minimum penalties as established in [Art. 12.20.2](#) and [Att. 2](#).
- K. (SSR) Per [Att. 2](#), [Par. 2.9](#), decisions of IMSA regarding BoP are Conclusive and not subject to protest or appeal.

### **37.6.(SSR) Fuel Capacity Audit Procedure.**

- 37.6.1. (SSR) Entrant must demonstrate a fuel capacity equivalent to or less than defined in the BoP table. Fuel capacity may be checked in tandem with the minimum refueling time audit as defined in [Art. 37.6](#).
  - A. (SSR) Car must be filled to capacity by fuel delivered from the Teams' autonomous fuel supply tank with a complete and visible vent as determined by the SDTRC (or appointed designee).
  - B. (SSR) Once it has been determined by a designated IMSA official that the Car is full, main power to Car must be switched on, with all fuel pumps activated, to remove fuel from the Car.
  - C. (SSR) Fuel may be pumped out of the Car via the engine side dry-break into measurement container(s) and recorded.
    - i. (SSR) This process continues until the Car fuel pumps are ineffective in removing the remaining fuel inside the fuel cell.
  - D. (SSR) The Team must have available all necessary means for the removal of as much fuel as possible via the in-tank fuel pumps.
  - E. (SSR) A visual inspection may be performed by IMSA officials to ensure the fuel cell and fuel collector are empty.
  - F. (SSR) Remaining fuel not evacuated from the Car via the in-tank fuel pumps may be removed by other means (syringe, vacuum device, etc.) and added to the total.
  - G. (SSR) Total fuel removed from the Car is calculated to determine fuel capacity.



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## ATT. 3

3.3.7.C. Adding or enlarging grooves on Wet tires by the manufacturer is may be permitted with written permission from the IMSA Sr. Director, Technical Regulations & Compliance, provided the wet tires met the requirements of Par. 3.3 of this Attachment prior to the alteration.

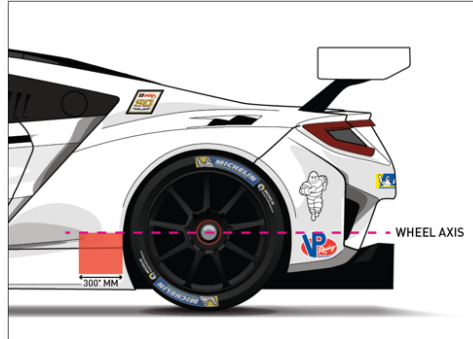
3.4.2.A. All tires for an Event must be registered with the Tire manufacturer prior to use in any on-track sessions. Registration occurs in the following ways:

- I. All tires purchased during the Event at the Tire manufacturer's tire workshop or as part of the Tire Cart service for the Event are automatically registered for the current Event at the time of purchase/mounting.
- II. Teams may register carryover tires (tires purchased at a previous test or Race) at the Tire manufacturer's tire workshop, provided those tires are the correct specification as designated in the SR for the Event. Carryover tires must be brought to the tire workshop for scanning to complete registration.

3.6.6. **Operational Requirements:** Tire manufacturers shall issue bulletins, no later than two (2) hours prior to the first scheduled on-track session for each sanctioned Event, specifying appropriate operational requirements. These bulletins may be issued to cover single or multiple Events and/or locations. Such bulletins shall include the following operational requirements (**Subject to Penalty per Art. 22.7. Technical Non-Compliance**):

### 3.6.8. Radio Frequency Tire Identification (RFID)

- A. All Dry tires used in competition must be fitted with RFID identification tags **to control tire allocation**.
- B. Active recording of each tire RFID may be used in place of tire marking and/or for tracking of tire consumption relative to tire allocations for each Car.
- C. Each Car must carry **a two (2) Car-specific RFID vehicle identification tags** uniquely identifying the Car. The Car RFID tags are supplied to IMSA by the Tire Manufacturer. IMSA issues the Car's RFID tags as part of the equipment package provided to each Entrant.
  - i. **One (1) RFID tag is required on each side of the Car.**
  - ii. **Car RFID tags must be affixed vertically (small section horizontal).**
- D. **Placement**
  - i. **Car RFID tags must be affixed in front of the rear wheel at a height proximal to centerline of the wheel axis (red area in diagram below).**
  - iii. **Alternate locations must be approved in writing by IMSA (the SDRTC or designee) prior to the Event.**
  - iv. **Car RFID tags may be covered with minimal, non-metallic vinyl.**
  - v. **Car RFID tags must be unobstructed by any other part of the Car.**



- E. It is the responsibility of the Entrant to ensure the Car-specific RFID vehicle identification tags operate properly.
- F. Each Car must have functioning Car RFID tags in place prior to exiting pit lane for any IMSA-sanctioned Event on-track session when RFID systems are in use. Proceeding on-track without a Car RFID tag in place may result in a penalty.
- G. RFID readers are located at the exit of pit lane and all Cars must pass through the RFID readers when entering the track.
- i. ~~All~~ Cars entering the track from pit lane must pass through the RFID readers in single file at the Pit Lane Speed Limit.
  - ii. ~~Any Car making physical eContact~~ with the RFID reader reading equipment is subject to penalty.
  - iii. ~~Should a Car damage the RFID reading equipment, its Entrant shall be billed for the associated repair or replacement costs.~~ Entrant is responsible for all associated costs of repair or replacement of the RFID reading equipment resulting from contact.

ATT. 5

5.12.10. Tire Decals

- A. 12" W x 2.5" H tire partner decals ~~in all positions.~~
- B. One (1) Running Bib decal, 8" H x 4.5" W, on the rear lower quarter panel on both sides of the car.
- C. One (1) tire partner decal must be placed on front fender, forward and below of the front axle centerline, each side.

The 2019 IMSA Sporting Regulations and Series Supplementary Regulations for the IMSA Michelin Pilot Challenge shall be updated with the information herein and reissued as of December 13, 2018.