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IMSA TECHNICAL BULLETIN IMPC #19-03 REVISED

To: All IMSA Michelin Pilot Challenge Participants
From: IMSA Competition
Date: 5 December 2018
Re: IMSA Michelin Pilot Challenge Refueling System Regulations Updates

IMSA has published the follow updates to the Technical Regulations for the IMSA Michelin Pilot Challenge GS and TCR classes as of today's date in Blackline and Redline forms. All cars will be held to these Technical Regulations for IMSA events. The Blackline version is the official Technical Regulations.

[2019 IMPC Technical Regulations GS](#)

[2019 IMPC Technical Regulations GS REDLINE](#)

[2019 IMPC Technical Regulations TCR](#)

[2019 IMPC Technical Regulations TCR REDLINE](#)

11.2. Pit Tank

- 11.2.4. Once inspected by an IMSA Official the Autonomous Supply Tank, Trolley, **Peripheral Connections**, and **Restrictor must remain as inspected with all IMSA seals intact ~~may not be moved~~** until the conclusion of the Race or upon an approved retirement via TIMS.
- 11.3.2. Deadman valve and bottom 80 deg. elbow assembly must be securely braced to remain attached to the tank in the event of an incident.
 - a. Mechanisms preventing normal operation of the deadman valve are prohibited.
 - b. **Any configuration of the IMSA-mandated design intended to decrease the minimum refueling time below the minimum time listed in the class specific BoP table is prohibited.**
 - c. **During fuel delivery operations, the deadman valve must be fully open such that the throat of the ball is aligned axially with the outlet of the deadman valve body with the actuation handle fully extended.**

11.7. Refueling Restrictor

- 11.7.3. IMSA may adjust the refueling rig **height ~~restrictor diameter~~ and the minimum refueling time listed in the class specific ~~via~~ Balance of Performance Tables and associated Technical Bulletins.**
 - a. Refueling restrictors may be purchased from RPXpress (Phone: +1-828-428-0820 Email: lmcelwain@rpxpress.com).
 - b. **At each Event, every Entrant must declare their chosen diameter, limited to 22 to 34 mm in 0.25 mm increments, by completing the TIMS At Event Change Form (Post-Sporting Checks) prior to 5:00 PM Local Time the day before race day.**
 - c. **IMSA utilizes the following scrutineering inspection methods to check minimum refueling times:**
 - i. **Vehicle data system.**
 - ii. **Video review.**
 - iii. **Minimum Refueling Time Audit (Reference: SRR 37.5).**