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IMSA COMPETITION BULLETIN IWSC #19-11

To: All IMSA WeatherTech SportsCar Championship Participants

From: IMSA Competition

Date: May 29

Re: 2019 Sporting Regulations Updates

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

37.4.7. (SSR) N/A ~~All fuel collected by the overflow device must be immediately returned directly to the autonomous tank so that IMSA can more accurately measure with the IMSA Scrutineering Fuel Level Sensor the volume of fuel delivered to the Car.~~

~~A. (SSR) Attaching hose(s) to the autonomous tank for the purpose of filling is prohibited from the time the Car enters the Pit Box until after all fuel collected by the overflow device is returned directly to the autonomous tank and the level has stabilized.~~

~~B. (SSR) Filling the autonomous tank is prohibited until all fuel collected by the overflow device is returned directly to the autonomous tank and the level has stabilized.~~

37.4.11. (SSR) Minimum Refueling and Refueling Time Calculation.

A. (SSR) An Entrant must not demonstrate a full refueling time below the minimum full fill time listed in the class-specific BoP table and as verified by a single Minimum Refueling Time Audit (Art. 37.6).

B. (SSR) Any quantity of fuel up to the Maximum capacity as specified in the BoP table may be added during a pit stop in the Race.

C. (SSR) The Minimum Refueling Time is calculated using IMSA sensors and the following formula:

~~i. Projected Time = (BoP Capacity)/(Volume Transferred/Transfer Time)~~

$$\text{Calculated Full Fill time} = \frac{\text{BoP Capacity x Transfer Time}}{\text{Volume Transferred}}$$

D. (SSR) In the case of a fill less than 100% of the BoP Capacity, the Minimum Refueling Time shall be extrapolated using the refueling data measured during the applicable pit stop.

E. (SSR) Calculated Full Fill time must not be less than as published in the BoP table.

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F. (SSR) The Calculated Full Fill time does not include vented fuel.

37.6. (SSR) Minimum Refueling Time Audit.

37.6.1. (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.

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

A. (SSR) Maximum fuel capacity and ~~Vehicle Homologation~~ the Car must comply with the Technical Regulations and applicable BoP Table.

B. (SSR) ~~Any compliant fuel capacity as checked audited by IMSA~~ The Car must comply with the minimum allowable refueling time listed in the class specific BoP table.

C. (SSR) Autonomous supply tank and associated fittings, volume, height and peripherals, including supply hose, must comply with the Technical Regulations.

D. (SSR) IMSA seals on the autonomous supply tank, fittings, fasteners, and associated equipment, must be intact.

~~C.~~ E. (SSR) Fuel level in autonomous fuel supply tank must be full and verified by the designated IMSA official(s).

~~D.~~ F. (SSR) Vehicle must be empty of fuel, engine off, off the air jacks, and on the ground, on its wheels and tires as raced.

~~E.~~ G. (SSR) All fuel pumps must be operational and running when directed by the IMSA Official.

~~F.~~ H. (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.

~~G.~~ I. (SSR) Autonomous fuel supply tank vent must remain unrestricted.

J. (SSR) The fuel and vent probes must remain fully engaged throughout the fuel delivery operation.

K. (SSR) A minimum of two (2) liters of fuel must flow into the vent line, or until directed to disengage by the designated IMSA official.

L. (SSR) Fuel in the vent line following the fill operation must immediately be returned to the autonomous tank under the supervision of the assigned IMSA official.

~~H.~~ M. (SSR) IMSA measurement of the audit time is measured with the IMSA mandated autonomous supply tank level sensor. ~~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. The measured time will be correlated to the IMSA mandated autonomous supply tank level sensor~~

i. (SSR) The vented quantity of fuel, once returned to the autonomous tank, is offset from the time and volume calculations.

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N. (SSR) The Audit Full Refueling Time is calculated from the IMSA autonomous tank level sensor data by the following formula:

$$Audit\ Full\ Refueling\ Time = \frac{BoP\ Capacity\ x\ Transfer\ Time - Vent\ Time}{Volume\ Transferred - Vent\ Volume}$$

~~I.~~ O. (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.

~~J.~~ P. (SSR) Per Att. 2, Par. 2.9, decisions of IMSA regarding BoP are Conclusive and not subject to protest or appeal.

The 2019 IMSA Sporting Regulations and Series Supplementary Regulations for the IMSA WeatherTech SportsCar Championship shall be updated with the information herein and reissued as of May 29, 2019.