



IMSA TECHNICAL BULLETIN IWSC #16-12

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 21 January 2016

Re: 2016 Daytona Rolex 24 Balance of Performance Tables

In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following adjustments are made to the indicated cars. The column listed as current is the current specification after the adjustment is applied and thus the required specification for the event. These decisions come into immediate effect and are applicable until further notice.

P	Vehicles		Mass		Engine			Restrictor (mm)			Boost Ratio	Aerodynamics	Fuel		Refueling Restrictor (mm)		Notes	
	Manufacturer		No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	qty.			current	Body	Type	Tank Capacity (L)				
			adj	current					adj	current				adj	current	adj	current	
	Event: 20160130 IWSC Daytona R24		Bulletin: TB 16-12			Date: 1/21/2016												
	BR Engineering	BR01	-10	880	Nissan	4.5	NA	1	0.0	42.3		Le Mans	IMSA100	0	76.0	0.0	33.0	
	Corvette	Coyote/ Dallara/ Riley	0	1039	Chevrolet	5.5	NA	2	0.0	32.8		Daytona	IMSA100	0	76.0	0.0	33.0	
	DeltaWing	DWC13	5	520	Elan	2.0	Turbo				See Table	Le Mans	IMSA100	0	53.0	0.0	29.0	
	Dinan	Riley	0	1039	Dinan	5.0	NA	1	2.0	76.0		Daytona	IMSA100	0	81.0	0.0	33.0	
	Ford	Riley	0	1039	Ford	3.5	Turbo	2	0.0	33.2	See Table	Daytona	IMSA100	0	78.0	0.0	33.0	
	Ligier	JS P2	10	950	Honda	3.5	Turbo	2	0.0	40.0	See Table	Le Mans	IMSA100	0	78.3	0.0	33.0	
	Lola	B11/80	0	900	Mazda	2.0	Turbo	1	0.0	46.2	See Table	Le Mans	IMSA100	0	78.0	0.0	33.0	

Prototype boost tables follow on the next page...

Prototype Boost Tables

Elan DeltaWing DWC13

Engine Speed	Boost Ratio
[rpm]	
2000	1.955
4000	1.955
4483	1.955
4967	1.955
5450	1.955
5933	1.955
6417	1.955
6900	1.955
7383	1.955
7867	1.955
8350	1.955
8833	1.955
9317	1.955
9800	1.955
10300	1.855
10400	1.000

Ford Riley DP

Engine Speed	Boost Ratio
[rpm]	
2000	1.670
4000	1.670
4275	1.670
4550	1.670
4825	1.670
5100	1.670
5375	1.670
5650	1.670
5925	1.670
6200	1.670
6475	1.670
6750	1.670
7025	1.670
7300	1.670
7800	1.570
7900	1.000

Honda Ligier JSP2

Engine Speed	Boost Ratio
[rpm]	
2000	1.579
3000	1.579
3308	1.579
3615	1.579
3923	1.579
4231	1.579
4538	1.604
4846	1.629
5154	1.629
5462	1.629
5769	1.654
6077	1.678
6385	1.678
7000	1.678
7500	1.578
7600	1.000

Mazda Lola B11/80

Engine Speed	Boost Ratio
[rpm]	
2000	2.541
5000	2.541
5258	2.541
5517	2.541
5775	2.541
6033	2.541
6292	2.541
6550	2.541
6808	2.541
7067	2.541
7325	2.541
7583	2.541
7842	2.541
8100	2.541
8600	2.441
8700	1.000

PC	Vehicles		Mass		Engine			Aerodynamics			Fuel			Notes		
	Manufacturer	No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor (mm)			Rear Wing Position	Type	Tank Capacity (L)			Refueling Restrictor (mm)	
		adj	current				qty.	adj	current			adj	current		adj	current
Event: 20160130 IWSC Daytona R24		Bulletin: TB 16-12			Date: 1/21/2016											
ORECA	FLM-09	0	910	Chevrolet	6.2	NA	None			>= P4	IMSA100	0	85.0	0.0	33.5	Rear Wing setting as specified in Technical Manual, P4: Minimum Angles: Wing = -9.8°, Flap = 19.8°

*IMSA will issue a bulletin describing the PC rear wing measurement method for technical inspection.

GTM	Vehicles		Mass		Engine			Rear Wing		Fuel					Notes		
	Manufacturer	Model	No Fuel/Driver (kg)		Restrictor (mm)			Boost Ratio	Min Angle (deg)	Gurney Minimum Height (mm)	Type	Declared Minimum Lambda	Tank Capacity (L)			Refueling Restrictor (mm)	
			adj	current	qty.	adj.	base						current	λ		adj	current
Event: 20160130 IWSC Daytona R24		Bulletin: TB 16-12			Date: 1/21/2016												
BMW	M6 GTLM	0	1240				See Table	3.0	15.0	E20	0.96	9.0	104	0.0	33.5		
Corvette	C7R GTE	0	1240	2	-0.2	29.9		0.0	10.0	E20	0.87	6.0	92	0.0	32.0		
Ferrari	488 GTE	0	1240				See Table	0.0	10.0	E20	1.10		78	0.0	29.5		
Ford	GT GTE	0	1240				See Table	1.0	15.0	E20	0.90	3.0	98	0.0	35.0		
Porsche	911 RSR GTE	0	1240	2	0.0	30.9		0.0	10.0	E20	0.89	6.0	91	0.0	32.0		

BMW M6 GTLM

Engine Speed	Boost Ratio
[rpm]	
2000	1.503
2500	1.676
3000	1.833
3500	1.912
4000	1.932
4500	1.960
5000	1.960
5250	1.937
5500	1.892
5750	1.842
6000	1.792
6250	1.732
6500	1.670
6750	1.615
7250	1.499
7350	1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.709
4000	1.709
4250	1.695
4500	1.680
4750	1.648
5000	1.634
5250	1.657
5500	1.666
5750	1.642
6000	1.605
6250	1.561
6500	1.508
6750	1.434
7000	1.386
7500	1.263
7600	1.000

Ford GT GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.586
4200	1.586
4450	1.563
4700	1.571
4950	1.576
5200	1.569
5450	1.573
5700	1.559
5950	1.502
6200	1.470
6450	1.467
6700	1.441
6950	1.389
7200	1.265
7700	1.076
7800	1.000

GTD	Vehicles		Mass		Engine				Ride Height		Fuel				Notes				
	Manufacturer		No Fuel/Driver (kg)		Restrictor (mm)			Boost Ratio	Maximum RPM		Minimum Ground Clearance (mm)		Type	Declared Minimum Lambda		Tank Capacity (L)		Refueling Restrictor (mm)	
			adj	current	qty.	adj	current		adj	current	adj	current		λ		adj	current	adj	current
Event: 20160130 IWSC Daytona R24			Bulletin: TB 16-12			Date: 1/21/2016													
Aston Martin	V12 Vantage GT3	-10	1250	2	1.3	42.0		0	7700	0	50.0	IMSA 100	0.90	13.0	103	0.0	30.5*		
Audi	R8 LMS Ultra	-10	1290	2	1.7	54.0		0	8600	0	50.0	IMSA 100	0.89	3.0	107	0.0	34.5*		
Audi	R8 LMS GT3	20	1300	2	-2.0	38.0		0	8500	0	50.0	IMSA 100	0.91	4.0	90	0.0	27.0*		
BMW	M6 GT3	10	1310				See Table	0	7250	0	50.0	IMSA 100	0.92	9.0	104	0.0	30.5*		
Dodge	Viper GT3	-20	1320	2	-1.0	38.0		0	6500	0	50.0	IMSA 100	0.88	4.0	107	0.0	34.5*		
Ferrari	F458 Italia	-20	1280	2		45.5		-200	8200	0	50.0	IMSA 100	0.88	0.0	94	0.0	32.0*		
Lamborghini	Huracan GT3	20	1280	2	-2.0	37.0		0	8500	0	50.0	IMSA 100	0.91	1.0	90	0.0	27.0*		
Porsche	911 GT3R	0	1270	2		38.0		0	9500	0	50.0	IMSA 100	0.88	-1.0	84	0.0	25.0*		

*GTD fuel restrictors are subject to further IMSA testing

BMW M6 GT3

Engine Speed	Boost Ratio
[rpm]	
2000	1.548
2500	1.650
3000	1.750
3500	1.825
4000	1.903
4500	1.955
5000	1.994
5250	1.964
5500	1.931
5750	1.876
6000	1.844
6250	1.806
6500	1.776
6750	1.690
7500	1.288
7600	1.000