IMSA TECHNICAL BULLETIN IWSC #16-22

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 6 April 2016

Re: 2016 Long Beach P/GTLM & 2016 MRLS GTD 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.

IMSA has determined the values listed in all tables based upon Manufacturer submitted data and IMSA's data analysis.

P	Vehicles		Mass		Engine							Aerodynamics	Fuel					Notes
	Manufacturer		No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor (mm)			Boost Ratio	Body	Type	Tank Capacity (L)		Refueling Restrictor (mm)		
			adj	current				qty.	adj	current	current			adj	current	adj	current	
	Event: 20160416 IWSC Long Beach GP				Bulletin: TB 16-22			Date: 4/6/2016										
	Corvette	Coyote/ Dallara/ Riley	0	1029	Chevrolet	5.5	N/A	2	0.0	33.1		HDF	IMSA100	0	76.0	0.0	33.0	
	DeltaWing	DWC13	-10	510	Elan	2.0	Turbo				See Table	HDF/Sprint	IMSA100	0	53.0	0.0	29.0	
	Dinan	Riley	0	1029	Dinan	5.0	N/A	1	0.0	76.0		HDF	IMSA100	0	81.0	0.0	33.0	
	Ligier	JS P2	0	950	Honda	3.5	Turbo	2	0.0	40.0	See Table	HDF/Sprint	IMSA100	0	78.3	0.0	33.0	
	Lola	B11/80	0	890	Mazda	2.0	Turbo	1	0.0	46.2	See Table	HDF/Sprint	IMSA100	0	78.0	0.0	33.0	
	ORECA	05	0	890	Nissan	4.5	N/A	1	0.0	40.0		HDF/Sprint	IMSA100	0	76.8	0.0	33.0	

Prototype boost tables follow on the next page…

Prototype Boost Tables

Elan DeltaWing DWC13

Engine Speed	Boost Ratio
[rpm]	
2000	1.945
4000	1.945
4483	1.945
4967	1.945
5450	1.945
5933	1.945
6417	1.945
6900	1.945
7383	1.945
7867	1.945
8350	1.945
8833	1.945
9317	1.945
9800	1.945
10300	1.845
10400	1.000

Honda Ligier JSP2

Engine Speed	Boost Ratio
[rpm]	
2000	1.579
4000	1.579
4250	1.580
4500	1.594
4750	1.608
5000	1.617
5250	1.623
5500	1.629
5750	1.633
6000	1.635
6250	1.634
6500	1.627
6750	1.619
7000	1.608
7500	1.554
7600	1.000

Mazda Lola B11/80

Engine Speed	Boost Ratio
[rpm]	
2000	2.567
5000	2.567
5900	2.567
6100	2.567
6300	2.567
6500	2.567
6700	2.567
6900	2.567
7100	2.567
7300	2.567
7500	2.567
7700	2.567
7900	2.567
8100	2.567
8600	2.467
8700	1.000

GTLM	Vehicles		Mass		Engine				Rear Wing		Fuel								Notes
	Manufacturer		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	Type	adj	current		
	Event:	20160416 IWSC Long Beach GP			Bulletin:	TB 16-22		Date:	4/6/2016										
	BMW	M6 GTLM	0	1240				See Table	N/A	15.0	E20	0.96	0.0	103.0	Dan Jones	+1.0	36.0		
	Corvette	C7R GTE	0	1250	2	0.0	29.5		N/A	10.0	E20	0.87	0.0	87.0	ATL	-1.0	31.0		
	Ferrari	488 GTE	0	1240				See Table	N/A	10.0	E20	1.10	0.0	79.0	Dan Jones	-1.5	28.0		
	Ford	GT GTE	0	1250				See Table	N/A	15.0	E20	0.90	0.0	90.0	ATL	0.0	35.0		
	Porsche	911 RSR GTE	0	1230	2	0.0	30.9		N/A	10.0	E20	0.89	0.0	92.0	Dan Jones	0.0	32.0		

* All engine restrictor geometry must comply with the FIA homologated design and be registered and approved by IMSA prior to competition.

BMW M6 GTLM

Engine Speed	Boost Ratio
[rpm]	
2000	1.510
2500	1.684
3000	1.841
3500	1.921
4000	1.941
4500	1.969
5000	1.969
5250	1.947
5500	1.901
5750	1.851
6000	1.800
6250	1.740
6500	1.678
6750	1.623
7250	1.506
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	1.562
4200	1.562
4450	1.539
4700	1.547
4950	1.552
5200	1.546
5450	1.549
5700	1.536
5950	1.479
6200	1.448
6450	1.445
6700	1.420
6950	1.369
7200	1.318
7700	1.215
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	Type	adj	current		
	Event: 20160501 IWSC MRLS				Bulletin: TB 16-22			Date: 4/6/2016													
	Aston Martin	V12 Vantage GT3	0	1250	2	0.0	41.5		0	7700	0	50.0	IMSA 100	0.90	0.0	108.0	ATL	+1.5	32.5		
	Audi	R8 LMS ultra GT3-017	0	1300	2	0.0	52.3		0	8600	0	50.0	IMSA 100	0.89	0.0	107.0	Stäubli	0.0	34.5		
	Audi	R8 LMS GT3 GT3-038	0	1300	2	0.0	38.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0	Krontec	0.0	27.0		
	BMW	M6 GT3	0	1310				See Table	0	7250	0	50.0	IMSA 100	0.92	0.0	105.0	Krontec	0.0	30.5		
	Dodge	Viper GT3	0	1335	2	0.0	39.0		0	6500	0	50.0	IMSA 100	0.88	0.0	107.0	ATL	0.0	34.5		
	Ferrari	F458 Italia	0	1270	2	0.0	45.5		0	8200	0	50.0	IMSA 100	0.88	0.0	90.0	ATL	0.0	30.0		
	Ferrari	488 GT3	+10	1310				See Table	0	7500	0	50.0	IMSA 100	0.92	0.0	94.0	ATL	0.0	29.0		
	Lamborghini	Huracan GT3	0	1320	2	0.0	38.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0	Krontec	0.0	27.0		
	Porsche	911 GT3R	0	1280	2	0.0	38.0		0	9500	0	50.0	IMSA 100	0.88	0.0	88.0	Krontec	0.0	25.0		

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BMW M6 GT3

Engine Speed	Boost Ratio
[rpm]	
2000	1.579
3000	1.785
4000	1.941
4500	1.994
4750	2.014
5000	2.034
5250	2.003
5500	1.969
5750	1.914
6000	1.881
6250	1.842
6500	1.811
6750	1.724
7000	1.665
7250	1.606
7550	1.000

Ferrari 488 GT3

Engine Speed	Boost Ratio
[rpm]	
2000	1.439
4000	1.439
4500	1.495
4750	1.526
5000	1.564
5250	1.605
5500	1.644
5750	1.674
6000	1.684
6250	1.675
6500	1.641
6750	1.593
7000	1.553
7250	1.510
7500	1.468
7800	1.000