



## IMSA TECHNICAL BULLETIN IWSC #17-22

To: All IMSA WeatherTech SportsCar Championship Competitors  
From: IMSA Competition  
Date: 30 March 2017  
Re: 20170408 IWSC Long Beach: P, GTLM, and GTD Balance of Performance Tables

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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					Aero	Fuel					Notes			
	Manufacturer		No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor (mm)			Boost Ratio	Configuration	Type	Minimum Lambda	Tank Capacity (L)		Refueling Restrictor (mm)		
			adj	current				qty.	adj	current					current				λ
Event: 20170408 IWSC Long Beach		Bulletin: TB 17-22			Date: 3/30/2017														
Cadillac	DPI-V.R	0	950	Cadillac	6.2	NA	2	-0.6	31.0		Sprint	E20	0.92	-2.0	66.0	-0.5	24.0	Gear ratios as specified by IMSA	
Dallara	P217	0	930	Gibson	4.2	NA						E20		0.0	75.0				
Mazda	RT24-P	0	930	Mazda	2.0	Turbo				See Table	Sprint	E20	0.88	0.0	77.0	0.0	26.5		
Multimatic Riley	Riley MK30	0	930	Gibson	4.2	NA					Sprint	E20		0.0	75.0	-2.0	26.0		
Nissan	DPI	0	930	Nissan	3.8	Turbo				See Table	Sprint	E20	0.85	-2.0	78.0	0.0	27.0		
Onroak	Ligier JS P217	0	930	Gibson	4.2	NA					Sprint	E20		0.0	75.0	0.0	26.0		
ORECA	07	0	930	Gibson	4.2	NA					Sprint	E20		0.0	75.0	0.0	26.0		

\* Sprint aero configuration is defined via the Aero Configuration table on the following page.

Mazda RT24-P

Engine Speed	Boost Ratio
[rpm]	
2000	2.671
5200	2.671
5800	2.304
6000	2.304
6250	2.422
6500	2.510
6900	2.643
7000	2.658
7150	2.661
7300	2.642
7500	2.606
7800	2.551
8100	2.532
8300	2.463
8800	2.226
8900	1.000

Nissan DPI

Engine Speed	Boost Ratio
[rpm]	
2000	1.612
4000	1.612
4200	1.668
4850	1.668
5200	1.703
5500	1.770
5800	1.826
6000	1.851
6200	1.856
6400	1.841
6700	1.826
6850	1.826
6950	1.836
7100	1.836
7600	1.663
7700	1.000

P PROTOTYPE AERODYNAMIC CONFIGURATIONS		FRONT AERODYNAMIC CONFIGURATIONS			REAR AERODYNAMIC CONFIGURATIONS										
		Optional Front Aerodynamic Configurations are Independent			Optional Rear Aerodynamic Configurations Must be Used as a Complete Package: Mixing of Parts/Components is Forbidden										
		Dive Planes	Packers / Inserts	Other	Option	Body Gurney		Rear Wing Assembly			Rear Wing Flap			Rear Wing Flap Gurney	
Manufacturer	Permitted Options	Permitted Configurations	Permitted Options		Type	Maximum Height	Type	Position	Maximum Angle	Type	Position	Maximum Angle	Span	Maximum Height	
					mm	mm			degrees			degrees	mm	mm	
Cadillac	DPI-V.R	As-Tested [IMSA]: Removed Trimmed Lower Single Double	As-Tested [IMSA]: Splitter Outboard Fill-in Packers Low Downforce Front Fender Insert	As-Tested [IMSA]: All Side Gurney Options	OPTION 1	As-Tested [IMSA]	30.0	Sprint As-Homologated [FIA]		17.0	Sprint As-Homologated [FIA]		1800	5.0	
Mazda	RT24-P	As-Tested [IMSA]: Removed Trimmed Lower Single Double	As-Tested [IMSA]: Splitter Inboard Fill-in Packers Lower Front Fender Packer	As-Tested [IMSA]: All Side Gurney / Bootscraper Options Splitter Outboard Shoes / Footplates	OPTION 1	As-Tested [IMSA]	65.0	As-Tested [IMSA]	H4	2.0	Short Chord As-tested [IMSA]	H4	24.4	1800	15.0
Multimatic Riley	Riley MK30	All Options As-Homologated [FIA]			All Options As-Homologated [FIA]										
Nissan	DPI	As-Tested [IMSA]: Removed Single Double	As-Tested [IMSA]: Low Downforce Splitter Packer/Trim	As-Tested [IMSA]: All Side Gurney Options	OPTION 1	As-Tested [IMSA]	12.5	Sprint As-Homologated [FIA]	MP Fixing 13.3 [B1/MP3]		Sprint As-Homologated [FIA]	F2/LIM		None	
Onroak	Ligier JS P217	All Options As-Homologated [FIA]			All Options As-Homologated [FIA]										
ORECA	07	All Options As-Homologated [FIA]			All Options As-Homologated [FIA]										

As-Homologated [FIA]: Configuration as-represented by current draft Homologation submitted to IMSA

As-Tested [IMSA]: Configuration as-presented at December 2016 Prototype wind tunnel evaluation

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.	current			current		$\lambda$	adj	current	adj	current		
Event: 20170408 IWSC Long Beach		Bulletin: TB 17-22			Date: 3/30/2017												
BMW	M6 GTLM	0	1220				See Table	N/A	15.0	E20	0.96	+3.0	108.0	0.0	35.5	Maximum Fuel Rig Height 2.2 m	
Corvette	C7R GTE	0	1240	2	0.0	29.9		N/A	10.0	E20	0.88	0.0	89.0	0.0	27.5		
Ferrari	488 GTE	0	1250				See Table	N/A	10.0	E20	1.10	+1.0	87.0	+0.5	29.5		
Ford	GT GTE	0	1265				See Table	N/A	15.0	E20	0.90	0.0	92.0	0.0	29.0		
Porsche	911 RSR GTE	+10	1250	2	-0.3	30.9		N/A	10.0	E20	0.89	-2.0	94.0	-5.0	30.0		

BMW M6 GTLM

Engine Speed	Boost Ratio
[rpm]	
2000	1.548
2500	1.726
3000	1.887
3500	1.969
4000	1.989
4500	2.018
5000	2.018
5250	1.995
5500	1.948
5750	1.897
6000	1.845
6250	1.783
6500	1.719
6750	1.663
7250	1.544
7350	1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.784
4000	1.784
4800	1.768
5000	1.764
5150	1.761
5300	1.759
5500	1.753
5700	1.742
5950	1.718
6050	1.701
6150	1.680
6300	1.646
6600	1.571
7000	1.473
7500	1.349
7600	1.000

Ford GT GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.513
4200	1.513
4900	1.512
5100	1.511
5300	1.507
5400	1.502
5500	1.495
5800	1.466
5950	1.446
6050	1.434
6150	1.423
6300	1.407
6600	1.378
7200	1.299
7700	1.238
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		$\lambda$	adj		current	adj	current
Event: 20170408 IWSC Long Beach		Bulletin: TB 17-22			Date: 3/30/2017													
Acura	NSX GT3	0	1300				See Table	0	7500	0	50.0	IMSA 100	0.85	0.0	107.0	+0.5	35.0	
Aston Martin	V12 Vantage GT3	0	1290	2	0.0	41.5		0	7700	0	50.0	IMSA 100	0.90	0.0	108.0	0.0	35.5	
Audi	R8 LMS GT3	0	1320	2	0.0	39.0		0	8500	0	50.0	IMSA 100	0.91	+3.0	93.0	+1.5	27.5	
BMW	M6 GT3	0	1325				See Table	0	7250	0	50.0	IMSA 100	0.92	+2.0	107.0	+1.0	35.0	
Ferrari	488 GT3	0	1345				See Table	0	7500	0	50.0	IMSA 100	0.92	-3.0	96.0	-1.5	29.5	
Lamborghini	Huracan GT3	0	1320	2	0.0	39.0		0	8500	0	50.0	IMSA 100	0.91	+3.0	93.0	+1.5	27.5	
Lexus	RC F GT3	0	1340	2	-1.0	39.0		0	7200	0	50.0	IMSA 100	0.86	+1.0	94.0	-1.0	28.0	
Mercedes	AMG GT3	+10	1350	2	-1.0	35.0		0	7900	0	50.0	IMSA 100	0.88	-6.0	98.0	-2.0	30.5	
Porsche	911 GT3 R	-20	1285	2	0.0	39.0		0	9500	0	50.0	IMSA 100	0.88	-1.0	90.0	0.0	25.5	

Acura NSX GT3

Engine Speed [rpm]	Boost Ratio
2000	1.765
4000	1.765
4500	1.768
5000	1.815
5500	1.880
6000	1.986
6200	2.015
6300	2.025
6400	2.028
6500	2.026
6600	2.021
6700	2.010
6800	1.993
7000	1.960
7500	1.900
7800	1.000

BMW M6 GT3

Engine Speed [rpm]	Boost Ratio
2000	1.595
3000	1.803
4000	1.960
4500	2.014
4750	2.034
5000	2.054
5250	2.023
5500	1.989
5750	1.933
6000	1.900
6250	1.860
6500	1.829
6750	1.741
7000	1.682
7250	1.608
7550	1.000

Ferrari 488 GT3

Engine Speed [rpm]	Boost Ratio
2000	1.460
4000	1.460
4500	1.517
4750	1.549
5000	1.587
5250	1.628
5500	1.669
5750	1.699
6000	1.709
6250	1.700
6500	1.665
6750	1.620
7000	1.578
7250	1.532
7500	1.490
7800	1.000