IMSA TECHNICAL BULLETIN IWSC #16-35

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 28 July 2016

Re: 2016 Road America Prototype, 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								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: 20160807 IWSC Road America				Bulletin: TB 16-35			Date: 7/28/2016											
	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	0	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	+10	915	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	

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	2.528
5000	2.528
5900	2.528
6100	2.528
6300	2.528
6500	2.528
6700	2.528
6900	2.528
7100	2.528
7300	2.528
7500	2.528
7700	2.528
7900	2.528
8100	2.528
8600	2.428
8700	1.000

GTLM	Vehicles		Mass		Engine				Rear Wing		Fuel							Notes
	Manufacturer		No Fuel/Driver (kg)		Restrictor (mm)			Boost Ratio	Min Angle (deg)	Minimum Height (mm)	Type	Declared Minimum Lambda	Tank Capacity (L)		Refueling Restrictor (mm)			
			adj	current	qty.	adj.	current			current		λ	adj	current	Type	adj	current	
	Event: 20160807 IWSC Road America				Bulletin: TB 16-35			Date: 7/28/2016										
	BMW	M6 GTLM	0	1240				See Table	N/A	15.0	E20	0.96	0.0	101.0	Dan Jones	0.0	36.0	
	Corvette	C7R GTE	0	1240	2	0.0	29.9		N/A	10.0	E20	0.88	0.0	89.0	ATL	0.0	31.0	
	Ferrari	488 GTE	+10	1250				See Table	N/A	10.0	E20	1.10	+1.0	83.0	Dan Jones	0.0	29.0	
	Ford	GT GTE	0	1265				See Table	N/A	15.0	E20	0.90	0.0	88.0	ATL	0.0	34.0	
	Porsche	911 RSR GTE	0	1240	2	+0.3	31.2		N/A	10.0	E20	0.89	+2.0	94.0	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	1.488
2500	1.659
3000	1.814
3500	1.893
4000	1.912
4500	1.939
5000	1.939
5250	1.917
5500	1.873
5750	1.823
6000	1.773
6250	1.714
6500	1.653
6750	1.599
7250	1.484
7350	1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.761
4000	1.761
4250	1.746
4500	1.731
4750	1.698
5000	1.684
5250	1.707
5500	1.716
5750	1.692
6000	1.653
6250	1.609
6500	1.554
6750	1.478
7000	1.428
7500	1.301
7600	1.000

Ford GT GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.518
4200	1.518
4450	1.496
4700	1.504
4950	1.509
5200	1.503
5450	1.506
5700	1.493
5950	1.438
6200	1.407
6450	1.404
6700	1.380
6950	1.330
7200	1.281
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: 20160807 IWSC Road America				Bulletin: TB 16-35			Date: 7/28/2016												
	Aston Martin	V12 Vantage GT3	0	1250	2	0.0	40.7		0	7700	0	50.0	IMSA 100	0.90	0.0	108.0	ATL	0.0	32.5	
	Audi	R8 LMS GT3	0	1315	2	0.0	40.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0	Krontec	0.0	27.0	
	BMW	M6 GT3	+15	1325				See Table	0	7250	0	50.0	IMSA 100	0.92	0.0	105.0	Krontec	0.0	30.5	
	Dodge	Viper GT3-R	0	1335	2	+1.0	39.0		0	6500	0	50.0	IMSA 100	0.88	0.0	107.0	ATL	0.0	34.5	
	Ferrari	488 GT3	0	1325				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	40.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0	Krontec	0.0	27.0	
	Porsche	911 GT3 R	0	1305	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	1.595
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	Boost Ratio
[rpm]	
2000	1.412
4000	1.412
4500	1.466
4750	1.497
5000	1.534
5250	1.574
5500	1.613
5750	1.642
6000	1.652
6250	1.643
6500	1.609
6750	1.563
7000	1.524
7250	1.481
7500	1.440
7800	1.000