IMSA TECHNICAL BULLETIN #15-01

To: All TUDOR United SportsCar Championship Entrants

From: IMSA Competition

Date: 26 December 2014

Re: GTLM and GTD Class Adjustment of Performance – Revisions in red text

In accordance with Attachment 2 of the TUDOR United 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.
Note: Adjustments below are made with the waivers required and with the data provided by the manufacturers

In accordance with Article 2.11 of the IMSA Sporting Regulations and Supplementary Regulations for the TUDOR United Sportscar Championship, it should be noted that the performance levels exhibited at the pre-season ROAR before the 24 test will define the expected performance level for the Rolex 24 Race Event. Any performance which is outside of the expected level shall be penalized accordingly during or after the Race Event.

GTLM		Mass		Engine				Aerodynamics		Rear Wing					Fuel					Notes
Manufacturer		No Fuel/Driver (kg)		Restrictor (mm)				Body	Dive Planes	Rear Wing	Gurney (mm)		Height From Roof (mm)		Type	Tank Capacity (L)		Refueling Restrictor (mm)		
		adj	current	qty.	base	adj	current				adj	current	adj	current		adj	current	adj	current	
Event: 20150109 TUSC Daytona ROAR				Bulletin: TB 15-01		Date: 9/10/2014														
Aston Martin	Vantage	0	1175	2	28.3	0.0	30.0	Splitter Bubble from LM Kit	None		-15	0	0	0	IMSA100	0	85	0.0	35.7	Permitted installation of splitter " bubble" from LM kit and removal of dive planes.
BMW	Z4	-25	1230	2	28.3	+0.3	30.5	Modified Door Sills			-15	10	0	0	E85	0	100	0.0	34.5	
Corvette	C7.R	-25	1230	2	27.9	+0.6	30.1				-15	10	0	-25	E85	0	96	0.0	37.8	
Ferrari	F458 Italia	0	1200	1	40.0	+0.3	41.2			2011 Profile	0	25	-50	-50	E85	0	94	0.0	33.5	
Porsche	GT3 RSR (991)	-5	1220	2	28.6	0.0	30.6	50 mm Splitter		New Rear Wing Profile	0	25	0	-100	E85	0	102	0.0	34.5	

GTD	Mass			Engine					Ride Height		Aerodynamics			Rear Wing		Fuel				Tires		Notes
Manufacturer		No Fuel/Driver (kg)		Restrictor (mm)			Max RPM		Static (mm)		Body	Dive Planes	Rear Wing	Gurney (mm)		Tank Capacity (L)		Refueling Restrictor (mm)		Size		
		adj	current	qty.	adj	current	adj	current	adj	current				adj	current	adj	current	adj	current	F	R	
Event: 20150109 TUSC Daytona ROAR				Bulletin: TB 15-01		Date: 12/22/2014																
Aston Martin	Vantage	+9	1245	2	0.0	46.0	0	7500	0	2.0			DP	-15	10	0	95	0.0	31.0	305/680R18	325/710R18	
Audi	R8 LMS	0	1310	2	+5.7	47.7	0	8600	0	2.5		2014 Evo Double	DP	0	25	0	98	0.0	33.5	305/650R18	325/710R18	Mandated use of DP specification Crawford rear wing, and 2011 Evo Double Flick dive planes; as detailed in Appendix A of the Homologation Form
BMW	Z4	-50	1245	1	+19.0	84.0	0	8750	0	2.0			DP	0	10	0	97	0.0	31.5	305/680R18	325/710R18	
Chrysler	Viper	0	1335	2	0.0	45.0	0	6500	0	2.0			DP	-10	10	0	110	0.0	36.5	305/680R18	325/710R18	Mandated use of DP specification Crawford rear wing; as detailed in Appendix A of the Homologation Form
Ferrari	F458 Italia	-15	1305	2	0.0	45.5	+100	8250	0	2.5	GT3		GTD	0	25	0	95	0.0	32.0	305/680R18	325/710R19	Mandated use of GT3 aero kit (bodywork only); as detailed in Appendix A of the Homologation Form
Porsche	GT-America	0	1190	1	0.0	74.0	0	8500	0	2.0	50 mm Splitter 25 mm Wheel Arch	Single	DP	-15	10	0	86	0.0	29.0	285/645R18	325/710R18	Permitted to adjust the front wheel arch wicker.