

IMSA TECHNICAL BULLETIN IWSC #16-19

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 9 March 2016

Re: 2016 Sebring 12H 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
Event: 20160319 IWSC Sebring 12H		Bulletin: TB 16-19			Date: 3/9/2016													
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	520	Elan	2.0	Turbo				See Table	HDF/Sprint	IMSA100	0	53.0	0.0	29.0		
Dinan	Riley	-10	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	-2.3	40.0		HDF/Sprint	IMSA100		76.8		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
3000	1.579
3308	1.579
3615	1.579
3923	1.579
4231	1.579
4538	1.596
4846	1.613
5154	1.621
5462	1.629
5769	1.633
6077	1.636
6385	1.636
7000	1.636
7500	1.554
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

GTM		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						adj	current	Type	adj	current
Event: 20160319 IWSC Sebring 12H		Bulletin: TB 16-19			Date: 3/9/2016											
BMW	M6 GTLM	0	1240				See Table	N/A	15.0	E20	0.96	-1.0	103.0	Dan Jones	+1.5	35.0
Corvette	C7R GTE	0	1250	2	0.0	29.5		N/A	10.0	E20	0.87	-5.0	87.0	ATL	0.0	32.0
Ferrari	488 GTE	0	1240				See Table	N/A	10.0	E20	1.10	+1.0	79.0	Dan Jones	0.0	29.5
Ford	GT GTE	0	1250				See Table	N/A	15.0	E20	0.90	-3.0	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	+1.0	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 [rpm]	Boost Ratio
2000	1.533
2500	1.710
3000	1.869
3500	1.951
4000	1.971
4500	1.999
5000	1.999
5250	1.976
5500	1.930
5750	1.879
6000	1.828
6250	1.766
6500	1.703
6750	1.648
7250	1.529
7350	1.000

Ferrari 488 GTE

Engine Speed [rpm]	Boost Ratio
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 [rpm]	Boost Ratio
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: 20160319 IWSC Sebring 12H		Bulletin: TB 16-19			Date: 3/9/2016															
Aston Martin	V12 Vantage GT3	0	1250	2	0.0	41.5		0	7700	0	50.0	IMSA 100	0.90	+5.0	108.0	ATL	+0.5	31.0		
Audi	R8 LMS ultra GT3-017	0	1300	2	-1.7	52.3		0	8600	0	50.0	IMSA 100	0.89	0.0	107.0	Staubli	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	+1.0	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	-4.0	90.0	ATL	-2.0	30.0		
Ferrari	488 GT3	0	1300				See Table	0	7500	0	50.0	IMSA 100	0.92		94.0	ATL		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	+4.0	88.0	Krontec	0.0	25.0		

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BMW M6 GT3

Engine Speed [rpm]	Boost Ratio
2000	1.579
2500	1.683
3000	1.785
3500	1.862
4000	1.941
4500	1.994
5000	2.034
5250	2.003
5500	1.969
5750	1.914
6000	1.881
6250	1.842
6500	1.811
6750	1.724
7500	1.547
7600	1.000

Ferrari 488 GT3

Engine Speed [rpm]	Boost Ratio
2000	1.468
4000	1.468
4269	1.500
4538	1.529
4808	1.565
5077	1.608
5346	1.654
5615	1.693
5885	1.716
6154	1.716
6423	1.688
6692	1.636
6962	1.590
7231	1.544
7500	1.498
7800	1.000