



IMSA TECHNICAL BULLETIN IWSC #17-12 REVISED

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 26 January 2017

Re: 20170128 IWSC Daytona Rolex 24: P, PC, GTLM, and 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					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:	20170128 IWSC Daytona Rolex 24				Bulletin: TB 17-12		Date: 1/19/2017												
Cadillac	DPI-V.R	0	930	Cadillac	6.2	NA	2			33.1		Daytona	E20	0.92	0	75.0		25.5	
Dallara	P217	0	930	Gibson	4.2	NA							E20		0	75.0			
Mazda	RT24-P	0	930	Mazda	2.0	Turbo					See Table	Daytona	E20	0.88	0	77.0		26.5	
Multimatic Riley	Riley MK30	0	930	Gibson	4.2	NA						Daytona	E20		0	75.0		25.5	
Nissan	DPI	0	930	Nissan	3.8	Turbo					See Table	Daytona	E20	0.85	0	80.0		28.0	
Onroak	Ligier JS P217	0	930	Gibson	4.2	NA						Daytona	E20		0	75.0		25.5	
ORECA	07	0	930	Gibson	4.2	NA						Daytona	E20		0	75.0		25.5	

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

Mazda RT24-P

Engine Speed [rpm]	Boost Ratio
2000	2.671
5200	2.671
5800	2.304
6000	2.304
6250	2.422
6500	2.510
6900	2.709
7000	2.738
7150	2.757
7300	2.737
7500	2.700
7800	2.643
8100	2.623
8300	2.551
8800	2.304
8900	1.000

Nissan DPI

Engine Speed [rpm]	Boost Ratio
2000	1.665
4000	1.665
4200	1.720
4850	1.720
5200	1.755
5500	1.820
5800	1.875
6000	1.900
6200	1.905
6400	1.890
6700	1.875
6850	1.875
6950	1.885
7100	1.885
7600	1.715
7700	1.000

Corrected Rear Wing Main Plane Minimum Angle for Cadillac DPi-V.R.

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												
20170128 IWSC Daytona R24		Dive Planes	Packers / Inserts	Other	Option	Body Gurney		Rear Wing Assembly			Rear Wing Main Plane			Rear Wing Flap			Rear Wing Flap Gurney	
Manufacturer		Permitted Options	Permitted Configurations	Permitted Options		Type	Height	Type	Position	Minimum Angle	Type	Position	Minimum Angle	Type	Position	Minimum Angle	Span	Height
						mm	mm			degrees			degrees			degrees	mm	mm
Cadillac	DPi-V.R	As-Tested [IMSA]: Removed Trimmed Lower Single Double	As-Tested [IMSA]: Splitter Outboard Fill-in Packers	As-Tested [IMSA]: All Side Gurney Options	OPTION 1	As-Tested [IMSA]	30.0	Sprint As-Homologated [FIA]		13.0	Sprint As-Homologated [FIA]	STD	2.5 [Corrected]	Sprint As-Homologated [FIA]	STD	20.4	1200	5.0 [Corrected]
			Low Down force Front Fender Insert															
Mazda	RT24-P	As-Tested [IMSA]: Removed Trimmed Lower Single Double	As-Tested [IMSA]: Splitter Inboard Fill-in Packers	As-Tested [IMSA]: All Side Gurney / Bootscraper Options	OPTION 1	As-Tested [IMSA]	20.0	As-Tested [IMSA]	H3		As-Tested [IMSA]	H3	0.5	Short Chord As-tested [IMSA]	H3	13.9	None	
			Lower Front Fender Packer		OPTION 2		65.0						H1			-2.5		
Multimatic Riley	Riley MK30	All Options As-Homologated [FIA]			OPTION 1	As-Homologated [FIA]	65.0	Sprint As-Homologated [FIA]	H2		Sprint As-Homologated [FIA]	H2	-1.0	Sprint As-Homologated [FIA]	H2	12.4	None	
					OPTION 2		Removed						H6			5.0		
Nissan	DPi	As-Tested [IMSA]: Removed Single Double	As-Tested [IMSA]: Low Down force Splitter Packer/Trim	As-Tested [IMSA]: All Side Gurney Options	OPTION 1	As-Tested [IMSA]	12.5	Sprint As-Homologated [FIA]	MP Fixing 7.3	5.8	Sprint As-Homologated [FIA]	A3/MP1	-6.2	Sprint As-Homologated [FIA]	F1/LIM	17.1	None	
					OPTION 2		Removed											
Onroak	Ligier JS P217	All Options As-Homologated [FIA]			OPTION 1	As-Homologated [FIA]	12.5	Sprint As-Homologated [FIA]	MP Fixing 7.3	7.3	Sprint As-Homologated [FIA]	A3/MP1	-6.2	Sprint As-Homologated [FIA]	F4/0	23.1	None	
					OPTION 2		Removed									MP Fixing 11.3		
ORECA	07	All Options As-Homologated [FIA]			OPTION 1	As-Homologated [FIA]	Variable 16.3 to 34.0	Sprint As-Homologated [FIA]			Sprint As-Homologated [FIA]		-5.0	Sprint As-Homologated [FIA]		25.3	Full	10.0
					OPTION 2		Removed									-1.4		

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

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

Rear Wing Flap Gurney: Where a height is defined, removing the Rear Wing Flap Gurney is prohibited.

PC	Vehicles	Mass		Engine					Aerodynamics	Fuel				Notes		
Manufacturer		No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor (mm)			Rear Wing Position	Type	Tank Capacity (L)		Refueling Restrictor (mm)		
		adj	current				qty.	adj	current			adj	current	adj	current	
Event:	20170128 IWSC Daytona Rolex 24				Bulletin:	TB 17-12		Date: 1/19/2017								
ORECA	FLM-09	0	910	Chevrolet	6.2	NA	None			>= P4	IMSA100	-5.0	80.0		31.5	Rear Wing setting as specified in Technical Manual, P4: Minimum Angles: Wing = -9.8°, Flap = 19.8°

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					λ	adj	current	adj	current
Event:	20170128 IWSC Daytona Rolex 24				Bulletin: TB 17-12			Date: 1/19/2017								
BMW	M6 GTLM		0	1230				See Table	2.0	15.0	E20	0.96	-2.0	99.0		32.0
Corvette	C7R GTE		0	1240	2	0.0	29.9		0.0	10.0	E20	0.88	0.0	89.0		27.5
Ferrari	488 GTE		0	1250				See Table	0.0	10.0	E20	1.10	+2.0	86.0		26.0
Ford	GT GTE		0	1265				See Table	2.0	15.0	E20	0.90	+2.0	92.0		29.0
Porsche	911 RSR GTE		0	1240	2	0.0	31.2		1.0	10.0	E20	0.89	+1.0	93.0		29.5

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	1.758
4000	1.758
4800	1.742
5000	1.738
5150	1.735
5300	1.733
5500	1.727
5700	1.716
5950	1.693
6050	1.676
6150	1.655
6300	1.622
6600	1.548
7000	1.451
7500	1.329
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		λ		adj	current	adj	current
Event:	20170128 IWSC Daytona Rolex 24		Bulletin: TB 17-12			Date: 1/19/2017													
Acura	NSX GT3	-20	1300				See Table	0	7500	0	50.0	IMSA 100	0.85	+8.0	106.0		34.5		
Aston Martin	V12 Vantage GT3	-10	1290	2	+0.8	41.5		0	7700	0	50.0	IMSA 100	0.90	0.0	108.0		35.5		
Audi	R8 LMS GT3	0	1315	2	-1.0	39.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0		26.0		
BMW	M6 GT3	0	1325				See Table	0	7250	0	50.0	IMSA 100	0.92	0.0	105.0		34.0		
Ferrari	488 GT3	+10	1335				See Table	0	7500	0	50.0	IMSA 100	0.92	+4.0	99.0		31.0		
Lamborghini	Huracan GT3	0	1320	2	-1.0	38.0		0	8500	0	50.0	IMSA 100	0.91	-1.0	89.0		25.5		
Lexus	RC F GT3	+10	1330	2	+1.0	38.0		0	7200	0	50.0	IMSA 100	0.86	-2.0	92.0		27.0		
Mercedes	AMG GT3	0	1320	2	-1.5	34.5		0	7900	0	50.0	IMSA 100	0.88	-4.0	102.0		32.5		
Porsche	911 GT3 R	0	1305	2	-1.0	39.0		0	9500	0	50.0	IMSA 100	0.88	0.0	89.0		25.5		

Acura NSX GT3

Engine Speed [rpm]	Boost Ratio
2000	1.715
4000	1.715
4500	1.718
5000	1.757
5500	1.819
6000	1.885
6200	1.935
6300	1.962
6400	1.984
6500	1.992
6600	1.991
6700	1.980
6800	1.964
7000	1.931
7500	1.872
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	1.475
4000	1.475
4500	1.532
4750	1.565
5000	1.603
5250	1.645
5500	1.686
5750	1.716
6000	1.726
6250	1.717
6500	1.682
6750	1.636
7000	1.594
7250	1.548
7500	1.505
7800	1.000