



IMSA TECHNICAL BULLETIN IWSC #17-19 REVISION 2

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: 16 March 2017
Re: 20170318 IWSC Sebring 12H: P, 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.

[20170316 – Revision 2] Cadillac DPi-V.R refueling restrictor increased +1.5 mm from Revision 1 to 24.5 mm; Nissan DPi refueling restrictor increased +1.0 mm from Revision 1 to 27.0 mm

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	adj	current
	Event:	20170318 IWSC Sebring 12H		Bulletin: TB 17-19 REV 2		Date: 3/16/2017													
	Cadillac	DPi-V.R	+20	950	Cadillac	6.2	NA	2	-0.6	31.0		Sprint	E20	0.92	0.0	68.0	+1.5	24.5	
	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	0.0	28.0	
	Nissan	DPi	0	930	Nissan	3.8	Turbo				See Table	Sprint	E20	0.85	0.0	80.0	+1.0	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	2.578
5200	2.578
5800	2.226
6000	2.226
6250	2.339
6500	2.423
6900	2.615
7000	2.643
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	1.580
4000	1.580
4200	1.635
4850	1.635
5200	1.670
5500	1.735
5800	1.790
6000	1.815
6200	1.820
6400	1.805
6700	1.790
6850	1.790
6950	1.800
7100	1.800
7600	1.630
7700	1.000

[20170309 – Revision 1] Prototype Aero Configurations Table Updated to reflect maximum body gurney height for Mazda RT24-P.

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

[20170316 – Revision 2] Ferrari 488 GTE refueling restrictor increased +1.0 mm from Revision 1 to 29.0 mm.

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		λ	adj	current	adj	current	
Event		20170318 IWSC Sebring 12H		Bulletin: TB 17-19 REV 2			Date: 3/16/2017									
BMW	M6 GTLM	0	1220				See Table	N/A	15.0	E20	0.96	+4.0	105.0	0.0	35.5	
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	0.0	86.0	+3.0	29.0	On-car refueling receptacle supplier change.
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	0	1240	2	0.0	31.2		N/A	10.0	E20	0.89	+3.0	96.0	+1.0	35.0	

BMW M6 GTLM

Engine Speed	Boost Ratio
[rpm]	
2000	1.510
2500	1.684
3000	1.841
3500	1.921
4000	1.941
4500	1.968
5000	1.968
5250	1.946
5500	1.901
5750	1.850
6000	1.800
6250	1.739
6500	1.677
6750	1.623
7250	1.506
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:	20170318 IWSC Sebring 12H		Bulletin: TB 17-19				Date: 3/8/2017											
Acura	NSX GT3	+20	1300				See Table	0	7500	0	50.0	IMSA 100	0.85	+1.0	107.0	0.0	34.5	
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	+5	1320	2	0.0	39.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0	0.0	26.0	
BMW	M6 GT3	0	1325				See Table	0	7250	0	50.0	IMSA 100	0.92	0.0	105.0	0.0	34.0	
Ferrari	488 GT3	0	1345				See Table	0	7500	0	50.0	IMSA 100	0.92	0.0	99.0	0.0	31.0	
Lamborghini	Huracan GT3	0	1320	2	0.0	39.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0	0.0	26.0	
Lexus	RC F GT3	0	1340	2	0.0	40.0		0	7200	0	50.0	IMSA 100	0.86	-1.0	93.0	0.0	29.0	
Mercedes	AMG GT3	+20	1340	2	+1.5	36.0		0	7900	0	50.0	IMSA 100	0.88	+2.0	104.0	0.0	32.5	
Porsche	911 GT3 R	0	1305	2	0.0	39.0		0	9500	0	50.0	IMSA 100	0.88	+2.0	91.0	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	1.957
6200	1.985
6300	1.995
6400	1.998
6500	1.996
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	1.460
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