



**INTERNATIONAL MOTOR  
SPORTS ASSOCIATION**

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**IMSA BULLETIN LITES #11-07**

To: All IMSA Cooper Tires Prototype Lites Competitors  
From: Steven Sewell, Director Development Series  
Date: 22 September 2011  
Re: Technical Regulations Update: Lites 1 / L-1 2011 Article 16.6.3 a.4

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Effective immediately, Article 16.6.3 has been updated to reflect further clarification of the permitted rear wing gurney flap configuration: any rear wing gurney flap must be of a constant height across the span of the component.

**13.6.3 - Rear wing: Must be homologated by the manufacturer and cannot be changed from what is recorded on the homologation form.**

A rear wing made from one (1) element only is permitted above the bodywork provided that it is made up of the following elements: Wing, vertical supports and end plates and must comply with the following criteria:

Rear Wing Angle: The rear angle may be -1.0 to + 9.0 for the rear wing zeroed from the tub. This angle will be taken on the rear wing with or without the gurney lip.

a/ **Wing** : The primary device inducing down force (negative lift) shall be a single aerodynamic device, adjustable, mounted at the rear of the car, with one wing profile as a maximum;

a.2 - Not be adjustable from within the cockpit;

a.3 - The section of the rear wing must be symmetrical in relation to the longitudinal centerline of the car. Manufacturer to provide checking instrument to IMSA,

a.4 – A maximum 13mm high gurney flap (wicker) may be installed on the upper surface at the trailing edge of the rear wing. **The gurney flap must be 90 degrees to the mounting surface and height must remain constant across the width of the component span.** No saw tooth gurneys will be allowed.