



INTERNATIONAL MOTOR  
SPORTS ASSOCIATION  
1394 Broadway Avenue  
Braselton, GA 30517  
Phone: (706) 658-2120  
Fax: (706) 658-2130



## IMSA BULLETIN PL #10-01

To: All Cooper Tires Prototype Lites Drivers/Entrants  
From: Mike Simons, Series Manager  
Date: 18 February 2010  
Re: L-1 Oil Cooling, Differentials and Master Cylinders

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Based on numerous requests please find the following clarification on Oil Cooling, L-1 Differentials and Master Cylinders;

L-1 Class

### 15.5 Engine Cooling

#### 15.5.1 – Heat Exchanger

- a) A Homologated Air to Oil Cooler (16 rows) and/or one (1) optional heat exchanger may be used and located per the Homologation papers.  
b) Also see (13.4.3a rear duct opening)

### 19.3 Differential:

19.3.1 The axle transmission ratio 12:34 (CWP) is the only allowed gear set.

19.3.2 Cars must be fitted with the Hewland Power flow differential to the following specification:

- a/ Ramp angle Acceleration 60° (± 2°) or 80° (± 2°). No other angle combinations are permitted.  
b/ Ramp angle Brakes 80° (± 2°) or 60° (± 2°). No other angle combinations are permitted.  
c/ Number of active friction surfaces 8: The configuration of the working faces in the differential will be 8 (Mandatory 4 per side). Shims may be freely placed.  
d/ Preload: 30 Nm Maximum. Spacer surface MAY be machined.

### 22.1 Separate circuit:

22.1.1 - At least two separate circuits operated by the same pedal are compulsory:

- The only connection allowed between the two circuits is a mechanical system for adjusting the brake force balance between the front and rear axles.
- The master cylinder must remain as from manufacture. Girling - Front or Rear .75 or .70
- The foot pedals may be changed from as supplied from manufacture to Star Mazda pedals only.