



IMSA TECHNICAL BULLETIN IWSC #20-05

To: All IMSA WeatherTech SportsCar Competitors  
From: IMSA Competition  
Date: December 20, 2019  
Re: ROAR and Rolex 24 At Daytona Balance of Performance Tables

In accordance with Attachment 2 of the IMSA WeatherTech SportsCar SSR, the following adjustments are made to the indicated cars. The column listed as current is the current specification after any adjustment is applied and thus the required specification for the Event. These decisions come into immediate effect and are applicable until further notice.

These BoP Tables and listed changes are based upon Daytona 2019 data, Manufacturer submitted data, Manufacturer agreed upon lap time sensitivities for mass and power, and IMSA's data analysis.

**Adjustments listed are relative to the 2019 Rolex 24 At Daytona BoP.**

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DPI	Vehicles	Mass		Engine					Aero	Fuel				Notes				
Manufacturer		Minimum No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM	Configuration	Type	Declared Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current				qty.	adj	current	adj					current	λ		
Issued For: IWSR ROAR & Rolex 24		Bulletin: TB 20-05			Date: 12/20/2020													
Acura	ARX-05		930	Acura	3.5	Turbo					7050	See Table	E20	0.89	+2.0	78.0	30.0	
Cadillac	DPI-V.R	+20	950	Cadillac	5.5	NA	2	+0.3	32.2	+4.6	7600	See Table	E20	0.90	+3.0	73.0	30.0	
Mazda	RT24-P	+5	910	Mazda	2.0	Turbo					9300	See Table	E20	0.85	+1.0	80.0	30.0	

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

Acura ARX-05

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.467
3200		1.467
3600		1.608
4000		1.725
4400		1.769
4800		1.769
5200		1.769
5600		1.787
6000		1.804
6200		1.794
6400		1.779
6600		1.779
6800		1.753
7050		1.721
7550		1.656
7650		1.000

Mazda RT24-P

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		2.040
5250		2.349
5750		2.366
6500		2.476
6750		2.484
7000		2.486
7250		2.489
7500		2.526
7750		2.581
8000		2.492
8250		2.428
8500		2.362
8750		2.322
9000		2.363
9800		2.000
9900		1.000





DPI		DPI 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								
IWSC ROAR & Rolex 24		Dive Planes	Packers / Inserts	Other	Option	Tail Wicker		Rear Wing Assembly		Rear Wing Flap			Rear Wing Flap Wicker	
Manufacturer		Permitted Options	Permitted Configurations	Permitted Options		Type	Minimum Height	Type	Minimum Angle / Position	Type	Position	Minimum Angle	Span	Minimum Height
						mm	mm		degrees			degrees	mm	mm
Acura	ARX-05	Per Technical Credential [IMSA]: Removed Single Double	Per Technical Credential [IMSA]: As-Tested [IMSA]	Per Technical Credential [IMSA]: Acura Side Wicker	OPTION 1	Per Technical Credential [IMSA] [IMSA]	16.0	Per Technical Credential [IMSA] [IMSA]	10.0	Sprint As-Homologated [FIA]	N/A	28.7	Removed	
Cadillac	DPI-V.R	Per Technical Credential [IMSA]: Removed LDF Single Single Double	Per Technical Credential [IMSA]: Splitter Outboard Fill-in Packers All Front Fender Panel Options	Per Technical Credential [IMSA]: Must run high downforce Side Wicker Option Only at all times All Front Fender Wicker Options	OPTION 1	Per Technical Credential [IMSA] [IMSA]	30.0	Sprint As-Homologated [FIA]	11.0	Sprint As-Homologated [FIA]	STD	18.4	1200	5.0
Mazda	RT24-P	Per Technical Credential [IMSA]: Removed Trimmed Lower Single 2019 Lower Opt 1 Double	Per Technical Credential [IMSA]: Splitter Inboard Fill-in Packers Nose Box Inlet Blanking Panel Lower Front Fender Packer	Per Technical Credential [IMSA]: All Side Wicker / Bootscraper Options Splitter Outboard Shoes / Footplates 2019 Footplate Update Rear Wheel Arch Splitter foot vane Front wheel arch side GF	OPTION 1	Per Technical Credential [IMSA] [IMSA]	20.0	Per Technical Credential [IMSA] [IMSA]	11.7 (Position 3)	Sprint As-Homologated [FIA]	HDF	23.2	Removed	





DPI AERODYNAMIC CONFIGURATIONS		REAR AERODYNAMIC CONFIGURATIONS									
		Optional Rear Aerodynamic Configurations Must be Used as a Complete Package; Mixing of Parts/Components is Forbidden									
IMSC ROAR & Rolex 24		Option	Tail Wicker		Rear Wing Assembly		Rear Wing Flap			Rear Wing Flap Wicker	
Manufacturer			Type	Maximum Permitted Option	Type	Maximum Angle / Position	Type	Position	Maximum Angle	Maximum Permitted Option	
			mm	mm		degrees			degrees	Span mm	Height mm
Acura	ARX-05	OPTION 1	Per Technical Credential [IMSA]	28.3 Per Template	Per Technical Credential [IMSA]	12.4	Sprint As-Homologated [FIA]	N/A	31.9	1800	10.0
Cadillac	DPI-V.R	OPTION 1	Per Technical Credential [IMSA]	30.0	Sprint As-Homologated [FIA]	17.0	Sprint As-Homologated [FIA]	Rotated	28.8	1800	5.0
Mazda	RT24-P	OPTION 1	Per Technical Credential [IMSA]	20.0	Per Technical Credential [IMSA]	16.1 (Position 4)	Sprint As-Homologated [FIA]	2019 Opt 1	28.4	1800	10.0





LMP2 Vehicles		Mass		Engine			Aero	Fuel			Notes	
Constructor		Minimum No Fuel/Driver (kg)		Make	Volume (L)	Maximum RPM	Configuration	Type	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current			current			adj	current		
Issued For: WSC ROAR & Rolex 24				Bulletin: TB 20-05			Date: 12/20/2020					
Dallara	P217		940	Gibson	4.2	8250		E20	+5.0	75.0	34.0	
Multimatic Riley	Riley MK30		940	Gibson	4.2	8250	See Table	E20	+5.0	75.0	34.0	
Ligier Automotive	Ligier JS P217		940	Gibson	4.2	8250	See Table	E20	+5.0	75.0	34.0	
ORECA	07		940	Gibson	4.2	8250	See Table	E20	+5.0	75.0	34.0	

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

LMP2		FRONT AERODYNAMIC CONFIGURATIONS			REAR AERODYNAMIC CONFIGURATIONS										
LMP2 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										
WSC ROAR & Rolex 24		Dive Planes	Packers / Inserts	Other	Option	Tail Wicker		Rear Wing Assembly			Rear Wing Flap			Rear Wing Flap Wicker	
Manufacturer		Permitted Options	Permitted Configurations	Permitted Options		Type	Minimum Height	Option	Type	Minimum Angle / Position	Type	Position	Minimum Angle	Span	Minimum Height
						mm	mm			degrees			degrees	mm	mm
Multimatic Riley	Riley MK30	As-Homologated [FIA]: Lower	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	65.0	OPTION 1	Sprint As-Homologated [FIA]	10.2 (Position 2)	Sprint As-Homologated [FIA]	HDF	21.7	1800	17.0
Ligier Automotive	Ligier JS P217	As-Homologated [FIA]: HDF	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	12.5	OPTION 1	Sprint As-Homologated [FIA]	14.3 (A2/MP2)	Sprint As-Homologated [FIA]	F4/0	N/A	N/A	N/A
								OPTION 2	Sprint As-Homologated [FIA]	15.3 (A1/MP1)					
ORECA	07	As-Homologated [FIA]: Double	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	16.3	OPTION 1	Sprint As-Homologated [FIA]	13.6	Sprint As-Homologated [FIA]	N/A	33.5	Full	10.0





GTLM Vehicles		Mass		Engine				Ride Height	Rear Wing		Fuel				Notes		
Manufacturer		Minimum No Fuel/Driver (kg)		Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM	Minimum Ground Clearance (mm)	Min Angle (deg)	Gurney Minimum Height (mm)	Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current	qty.	adj.	current	adj	current	current	current	current		λ	adj	current		
Issued For: WSC ROAR & Rolex 24				Bulletin: TB 20-05			Date: 12/20/2020										
BMW	M8 GTE		1220					7000	50.0	2.00	5.0	E20	1.08		90.0	34.0	
Corvette	C8.R GTE		1260	1		44.0		7400	50.0	2.25	15.0	E20	0.88		89.0	34.0	New Homologation
Ferrari	488 GTE		1270				+4.0	7000	50.0	0.00	10.0	E20	1.10	+1.0	88.0	34.0	
Porsche	911 RSR GTE		1270	2		31.5		9400	50.0	1.20	Integrated	E20	0.89		86.0	34.0	New Homologation

BMW M8 GTE

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.230
2500		1.450
3000		2.210
3500		2.220
4000		2.230
4500		2.240
5000		2.148
5250		2.072
5500		1.995
5750		1.929
6000		1.863
6500		1.802
6750		1.680
7000		1.537
7500		1.252
7600		1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000	0.017	1.801
4000	0.017	1.801
4800	0.017	1.785
5000	0.017	1.781
5300	0.017	1.776
5500	0.017	1.770
5700	0.017	1.759
5950	0.017	1.735
6050	0.016	1.717
6150	0.016	1.696
6300	0.016	1.662
6600	0.016	1.587
7000	0.014	1.487
7500	0.013	1.362
7600		1.000
10000		1.000





GTD Vehicles		Mass		Engine					Ride Height		Fuel				Notes			
Manufacturer		Minimum No Fuel/Driver (kg)		Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM		Minimum Ground Clearance (mm)		Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)		
		adj	current	qty.	adj	current	adj	adj	current	adj	current		λ	adj	current			
Issued For: WSC ROAR & Rolex 24				Bulletin: TB 20-05			Date: 12/20/2020											
Acura	NSX GT3	-20	1300				-9.1		7500		50.0	IMSA 100	0.88	-1.0	104.0	40.0		
Aston Martin	Vantage AMR GT3		1310						7200		50.0	IMSA 100	0.91		104.0	40.0	New Homologation	
Audi	R8 LMS GT3	-30	1310	2	-1.0	39.0	-8.9		8500		50.0	IMSA 100	0.91		96.0	40.0		
BMW	M6 GT3		1290				-4.0		7250		50.0	IMSA 100	0.92	+1.0	105.0	40.0		
Ferrari	488 GT3		1295						7500		50.0	IMSA 100	0.90		93.0	40.0	EVO	
Lamborghini	Huracan GT3		1305	2	-1.0	38.0	-6.5		8500		50.0	IMSA 100	0.89		97.0	40.0		
Lexus	RC F GT3	-20	1340	2	-2.0	38.0	-11.6		7200		50.0	IMSA 100	0.86		100.0	40.0		
Mercedes	AMG GT3		1340	2		34.5			7700		50.0	IMSA 100	0.88		101.0	40.0	EVO	
Porsche	911 GT3 R	-10	1275	2	-5.0	38.0	-6.5		9500		50.0	IMSA 100	0.88		93.0	40.0		





Acura NSX GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000	-0.044	1.721
4000	-0.044	1.721
4500	-0.044	1.724
5000	-0.045	1.770
5500	-0.047	1.824
6000	-0.049	1.917
6200	-0.050	1.945
6300	-0.050	1.955
6400	-0.050	1.958
6500	-0.050	1.956
6600	-0.050	1.951
6700	-0.050	1.940
6800	-0.050	1.924
7000	-0.049	1.892
7500	-0.047	1.834
7800		1.000

Aston Martin Vantage AMR GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.510
4000		1.510
4250		1.549
4500		1.588
4750		1.637
5000		1.686
5250		1.721
5500		1.755
5750		1.794
6000		1.794
6250		1.794
6500		1.794
6750		1.765
7000		1.745
7200		1.745
7500		1.000

BMW M6 GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.627
3000		1.839
4000	-0.031	1.969
4500	-0.038	2.016
4750	-0.019	2.056
5000	-0.032	2.063
5250	-0.021	2.042
5500	-0.023	2.006
5750	-0.025	1.946
6000	-0.030	1.908
6250	-0.025	1.872
6500	-0.029	1.837
6750	-0.024	1.752
7000	-0.105	1.610
7250	-0.105	1.535
7550		1.000

Ferrari 488 GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.456
4000		1.456
4500		1.496
4750		1.521
5000		1.546
5250		1.565
5500		1.583
5750		1.584
6000		1.584
6250		1.574
6500		1.563
6750		1.540
7000		1.517
7250		1.473
7500		1.430
7800		1.000

