# IMSA TECHNICAL BULLETIN IWSC #19-30

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 03 July 2019

Re: IWSC Balance of Performance Tables

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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 BoP table values are based upon Manufacturer submitted data, Manufacturer agreed upon lap time sensitivities for mass and power, and IMSA's data analysis.

| GTLM | Vehicles | | Mass | | Engine | | | | | Ride Height | Rear Wing | | Fuel | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Manufacturer | | 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: 20190707 IWSC CTMP | | | | Bulletin: TB 19-30 | | | Date: 7/3/2019 | | | | | | | | | | |
| | BMW | M8 GTE | | 1220 | | | | | 7000 | 50.0 | N/A | 5.0 | E20 | 1.08 | | 92.0 | 34.0 | |
| | Corvette | C7R GTE | +10 | 1250 | 2 | | 31.5 | | 6800 | 50.0 | N/A | 10.0 | E20 | 0.88 | | 92.0 | 34.0 | |
| | Ferrari | 488 GTE | | 1255 | | | | | 7000 | 50.0 | N/A | 10.0 | E20 | 1.10 | | 88.0 | 34.0 | |
| | Ford | GT GTE | | 1275 | | | | | 7200 | 50.0 | N/A | 15.0 | E20 | 0.90 | | 89.0 | 34.0 | |
| | Porsche | 911 RSR GTE | | 1245 | 2 | | 32.2 | | 9500 | 50.0 | N/A | 10.0 | E20 | 0.89 | | 95.0 | 34.0 | |

BMW M8 GTE

| Engine Speed | Boost Ratio | |
|---|---|---|
| [rpm] | adj | current |
| 2000 | | 1.230 |
| 2500 | | 1.410 |
| 3000 | | 1.970 |
| 3500 | | 2.210 |
| 4000 | | 2.210 |
| 4500 | | 2.219 |
| 5000 | | 2.141 |
| 5250 | | 2.065 |
| 5500 | | 1.989 |
| 5750 | | 1.923 |
| 6000 | | 1.857 |
| 6500 | | 1.796 |
| 6750 | | 1.675 |
| 7000 | | 1.535 |
| 7500 | | 1.255 |
| 7600 | | 1.000 |

Ferrari 488 GTE

| Engine Speed | Boost Ratio | |
|---|---|---|
| [rpm] | adj | current |
| 2000 | | 1.784 |
| 4000 | | 1.784 |
| 4800 | | 1.787 |
| 5000 | | 1.790 |
| 5300 | | 1.785 |
| 5500 | | 1.779 |
| 5700 | | 1.768 |
| 5950 | | 1.744 |
| 6050 | | 1.727 |
| 6150 | | 1.705 |
| 6300 | | 1.671 |
| 6600 | | 1.595 |
| 7000 | | 1.495 |
| 7500 | | 1.369 |
| 7600 | | 1.000 |
| 10000 | | 1.000 |

Ford GT GTE

| Engine Speed | Boost Ratio | |
|---|---|---|
| [rpm] | adj | current |
| 2000 | | 1.515 |
| 4200 | | 1.515 |
| 4900 | | 1.514 |
| 5100 | | 1.513 |
| 5300 | | 1.509 |
| 5400 | | 1.504 |
| 5500 | | 1.498 |
| 5800 | | 1.468 |
| 5950 | | 1.448 |
| 6050 | | 1.436 |
| 6150 | | 1.425 |
| 6300 | | 1.409 |
| 6600 | | 1.380 |
| 7200 | | 1.300 |
| 7700 | | 1.240 |
| 7800 | | 1.000 |

| GTD | Vehicles | | Mass | | Engine | | | | | | Ride Height | | Fuel | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Manufacturer | | 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: 20190707 IWSC CTMP | | | | Bulletin: TB 19-30 | | | Date: 7/3/2019 | | | | | | | | | | |
| | Acura | NSX GT3 | + 20 | 1330 | | | | | | 7500 | | 50.0 | IMSA 100 | 0.88 | | 107.0 | 40.0 | |
| | Audi | R8 LMS GT3 | | 1355 | 2 | | 41.0 | | | 8500 | | 50.0 | IMSA 100 | 0.91 | | 98.0 | 40.0 | |
| | BMW | M6 GT3 | | 1305 | | | | | | 7250 | | 50.0 | IMSA 100 | 0.92 | | 104.0 | 40.0 | |
| | Ferrari | 488 GT3 | | 1345 | | | | | | 7500 | | 50.0 | IMSA 100 | 0.92 | | 95.0 | 40.0 | |
| | Lamborghini | Huracan GT3 | | 1330 | 2 | | 40.0 | | | 8500 | | 50.0 | IMSA 100 | 0.89 | | 97.0 | 40.0 | |
| | Lexus | RC F GT3 | | 1375 | 2 | | 38.0 | | | 7200 | | 50.0 | IMSA 100 | 0.86 | +4.0 | 101.0 | 40.0 | |
| | McLaren | 720S GT3 | | 1295 | | | | | | 8000 | | 50.0 | IMSA 100 | 0.88 | | 110.0 | 40.0 | |
| | Mercedes | AMG GT3 | | 1380 | 2 | | 35.5 | | | 7700 | | 55.0 | IMSA 100 | 0.88 | | 101.0 | 40.0 | |
| | Porsche | 911 GT3 R | | 1290 | 2 | | 45.0 | | | 9500 | | 50.0 | IMSA 100 | 0.88 | | 95.0 | 40.0 | |

Acura NSX GT3

| Engine Speed | Boost Ratio | |
|---|---|---|
| [rpm] | adj | current |
| 2000 | | 1.765 |
| 4000 | | 1.765 |
| 4500 | | 1.768 |
| 5000 | | 1.815 |
| 5500 | | 1.888 |
| 6000 | | 2.004 |
| 6200 | | 2.033 |
| 6300 | | 2.043 |
| 6400 | | 2.046 |
| 6500 | | 2.044 |
| 6600 | | 2.039 |
| 6700 | | 2.027 |
| 6800 | | 2.011 |
| 7000 | | 1.978 |
| 7500 | | 1.917 |
| 7800 | | 1.000 |

BMW M6 GT3

| Engine Speed | Boost Ratio | |
|---|---|---|
| [rpm] | adj | current |
| 2000 | | 1.627 |
| 3000 | | 1.839 |
| 4000 | | 2.000 |
| 4500 | | 2.054 |
| 4750 | | 2.075 |
| 5000 | | 2.095 |
| 5250 | | 2.063 |
| 5500 | | 2.029 |
| 5750 | | 1.971 |
| 6000 | | 1.938 |
| 6250 | | 1.897 |
| 6500 | | 1.866 |
| 6750 | | 1.776 |
| 7000 | | 1.715 |
| 7250 | | 1.640 |
| 7550 | | 1.000 |

Ferrari 488 GT3

| Engine Speed | Boost Ratio | |
|---|---|---|
| [rpm] | adj | current |
| 2000 | | 1.424 |
| 4000 | | 1.424 |
| 4500 | | 1.479 |
| 4750 | | 1.511 |
| 5000 | | 1.548 |
| 5250 | | 1.588 |
| 5500 | | 1.633 |
| 5750 | | 1.668 |
| 6000 | | 1.677 |
| 6250 | | 1.669 |
| 6500 | | 1.634 |
| 6750 | | 1.590 |
| 7000 | | 1.549 |
| 7250 | | 1.504 |
| 7500 | | 1.463 |
| 7800 | | 1.000 |

McLaren 720S GT3

| Engine Speed | Boost Ratio | |
|---|---|---|
| [rpm] | adj | current |
| 2000 | | 1.681 |
| 4000 | | 1.681 |
| 4500 | | 1.675 |
| 5000 | | 1.668 |
| 5500 | | 1.662 |
| 5750 | | 1.642 |
| 6000 | | 1.623 |
| 6250 | | 1.594 |
| 6500 | | 1.565 |
| 6750 | | 1.522 |
| 7000 | | 1.478 |
| 7250 | | 1.444 |
| 7500 | | 1.411 |
| 7750 | | 1.406 |
| 8000 | | 1.401 |
| 8300 | | 1.000 |