



IMSA TECHNICAL BULLETIN IWSC #20-12

To: All IMSA WeatherTech SportsCar Competitors
From: IMSA Competition
Date: June 25, 2020
Re: IMSA WeatherTech 240 At Daytona Balance of Performance Tables

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, IMSA has established the following initial Balance of Performance values for the IMSA WeatherTech 240 At Daytona. Future adjustments shall be reflected in red text with the relative change displayed in a neighboring column.

Adjustments shown in RED are relative to IWSC TB #20-08 (Rolex 24 at Daytona Balance of Performance Tables)





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	adj	
Issued For:	IWSC WeatherTech 240	Bulletin: TB 20-12		Date: 6/25/2020													
Acura	ARX-05		930	Acura	3.5	Turbo				+5.0	7050	See Table	E20	0.89		79.0	30.0
Cadillac	DPI-V.R		940	Cadillac	5.5	NA	2		32.2		7600	See Table	E20	0.90	-2.0	73.0	30.0
Mazda	RT24-P		910	Mazda	2.0	Turbo					9300	See Table	E20	0.85	+1.0	83.0	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	0.021	1.804
6200	0.021	1.797
6400	0.021	1.779
6600	0.021	1.779
6800	0.020	1.753
7050	0.020	1.721
7550	0.019	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 WeatherTech 240 At Daytona		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]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	16.0	Per Technical Credential [IMSA]	10.0	Sprint As-Homologated [FIA]	N/A	28.7	Removed	
		Lower Double	As-Tested [IMSA]	Acura Side Wicker										
Cadillac	DPI-V.R	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	30.0	Sprint As-Homologated [FIA]	11.0	Sprint As-Homologated [FIA]	STD	18.4	1200	5.0
		2019 HDF Lower Double	Splitter Outboard Fill-in Packers	Must run high downforce Side Wicker Option Only at all times Must run Hood Opening at all times Must run a Front Fender Wicker of minimum height 10mm at all times										
			All Front Fender Panel Options											
Mazda	RT24-P	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	20.0	Per Technical Credential [IMSA]	11.7 (Position 3)	Sprint As-Homologated [FIA]	HDF	23.2	Removed	
		2018 Trimmed Lower	Splitter Inboard Fill-in Packers	All Side Wicker / Bootscraper Options										
		2018 Lower	Nose Box Inlet Blanking Panel	Splitter Outboard Shoes / Footplates 2019 Footplate Update										
		2019 Lower Opt 1	Lower Front Fender Packer	Rear Wheel Arch GF										
		Double		Splitter foot vane										
		Front wheel arch side GF												



DPI		REAR AERODYNAMIC CONFIGURATIONS									
DPI AERODYNAMIC CONFIGURATIONS		Optional rear aerodynamic configurations must be used as a complete package; mixing of parts/components is forbidden									
IWSC WeatherTech 240 At Daytona		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	
										Span	Height
			mm	mm		degrees			degrees	mm	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





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:		IWSC WeatherTech 240			Bulletin:		TB 20-12		Date:			6/25/2020					
BMW	M8 GTE	+15	1235				-1.4	7000	50.0	+4.0	5.0	E20	1.08	-4.0	86.0	34.0	
Corvette	C8.R GTE		1260	1	+0.2	44.5	+2.0	7400	50.0	+3.5	15.0	E20	0.88	+3.0	97.0	34.0	
Ferrari	488 GTE		1270				+10.4	7000	50.0	+4.0	10.0	E20	1.10	+2.0	89.0	34.0	
Porsche	911 RSR-19 GTE		1280	2		31.5		9400	50.0	+1.2	Integrated	E20	0.89		93.0	34.0	

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	-0.021	2.219
5000	-0.007	2.141
5250	-0.007	2.065
5500	-0.006	1.989
5750	-0.006	1.923
6000	-0.006	1.857
6500	-0.006	1.796
6750	-0.005	1.675
7000	-0.002	1.535
7500		1.252
7600		1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000	0.045	1.829
4000	0.045	1.829
4800	0.044	1.812
5000	0.044	1.808
5300	0.044	1.803
5500	0.044	1.797
5700	0.044	1.786
5950	0.043	1.761
6050	0.043	1.744
6150	0.042	1.722
6300	0.041	1.687
6600	0.039	1.610
7000	0.037	1.510
7500	0.034	1.383
7600		1.000
10000		1.000





GTD	Vehicles		Mass		Engine					Ride Height		Rear Wing	Fuel							
	Manufacturer		Minimum No Fuel/Driver (kg)		Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM		Minimum Ground Clearance (mm)		Min Angle (deg)	Type	Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)		
			adj	current	qty.	adj	current	adj	adj	current	adj	current		λ	adj	current				
	Issued: IWSC WeatherTech 240 at Daytona		Bulletin: TB 20-12			Date: 6/25/2020														
	Acura	NSX GT3		1325				+3.9		7500		50.0			IMSA 100	0.88	+3.0	105.0		40.0
	Aston Martin	Vantage AMR GT3	-20	1290						7200		50.0			IMSA 100	0.91		100.0		40.0
	Audi	R8 LMS GT3		1300	2	-1.0	38.0	-8.0		8500		50.0			IMSA 100	0.91	-2.0	94.0		40.0
	BMW	M6 GT3		1290				-7.4		7250		50.0			IMSA 100	0.92		102.0		40.0
	Ferrari	488 GT3		1295				+6.8		7500		50.0			IMSA 100	0.90	+5.0	97.0		40.0
	Lamborghini	Huracan GT3		1305	2	-1.0	37.0	-9.7		8500		50.0	+4.0		IMSA 100	0.89	-3.0	94.0		40.0
	Lexus	RC F GT3		1340	2		38.0			7200		50.0			IMSA 100	0.86	-2.0	98.0		40.0
	McLaren	720S GT3		1280						8000		50.0			IMSA 100	0.88		100.0		40.0
	Mercedes	AMG GT3		1340	2		34.5			7700		50.0			IMSA 100	0.90	-2.0	99.0		40.0
	Porsche	911 GT3 R		1275	2	-3.0	35.0	-9.7		9500		50.0	+0.5		IMSA 100	0.88	-5.0	88.0		40.0





Acura NSX GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000	0.044	1.721
4000	0.044	1.721
4500	0.044	1.724
5000	0.046	1.770
5500	0.047	1.833
6000		1.887
6200		1.914
6300		1.924
6400		1.927
6500		1.925
6600		1.920
6700		1.909
6800		1.894
7000		1.862
7500		1.805
7800		1.000

Aston Martin AMR GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
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	Boost Ratio	
	adj	current
[rpm]		
2000	-0.030	1.556
3000	-0.034	1.759
4000	-0.037	1.883
4500	-0.038	1.928
4750	-0.038	1.967
5000	-0.038	1.973
5250	-0.038	1.953
5500	-0.037	1.919
5750	-0.036	1.861
6000	-0.035	1.825
6250	-0.034	1.791
6500	-0.034	1.757
6750	-0.032	1.676
7000	-0.030	1.540
7250	-0.029	1.468
7550		1.000

Ferrari 488 GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000	0.005	1.449
4000	0.023	1.467
4500	0.023	1.506
4750	0.023	1.531
5000	0.024	1.557
5250	0.024	1.576
5500	0.025	1.595
5750	0.024	1.594
6000	0.024	1.594
6250	0.024	1.584
6500	0.025	1.575
6750	0.024	1.551
7000	0.023	1.527
7250	0.023	1.484
7500	0.022	1.440
7800		1.000

McLaren 720S GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
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

