



IMSA TECHNICAL BULLETIN IWSC #20-16

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: July 24, 2020
Re: IMSA Sports Car Weekend at Road America 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 Balance of Performance values for the IMSA Sports Car Weekend at Road America . Future adjustments shall be reflected in red text with the relative change displayed in a neighboring column.





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	current		
Issued: IWSC Road America				Bulletin: TB 20-16		Date: 7/24/2020												
Acura	ARX-05	-10	930	Acura	3.5	Turbo				+9.7	7050	See Table	E20	0.89		79.0	30.0	
Cadillac	DPI-V.R		960	Cadillac	5.5	NA	2	+0.3	32.2	+5.1	7600	See Table	E20	0.90	-6.0	69.0	30.0	
Mazda	RT24-P	-20	910	Mazda	2.0	Turbo					9300	See Table	E20	0.85	-4.0	78.0	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		1.395
3200		1.395
3600		1.528
4000		1.639
4400		1.681
4800	0.038	1.732
5200	0.038	1.740
5600	0.038	1.749
6000	0.038	1.749
6200	0.038	1.739
6400	0.038	1.724
6600	0.038	1.724
6800	0.037	1.699
7050	0.036	1.668
7550	0.035	1.606
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		2.460
7750		2.405
8000		2.322
8250		2.261
8500		2.199
8750		2.162
9000		2.200
9800		2.000
9900		1.000





DPI		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 Road America		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	Maximum Height	Type	Maximum Angle / Position	Type	Position	Maximum Angle	Span	Maximum 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]	Removed	Per Technical Credential [IMSA]	12.4	Sprint As-Homologated [FIA]	N/A	31.7	1800	10.0
		Removed Single Double	As-Tested [IMSA]	Acura Side Wicker All Front Fender Wicker Options			16.3 Per Template 28.3 Per Template							
Cadillac	DPI-V.R	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	Removed	Sprint As-Homologated [FIA]	15.0	Sprint As-Homologated [FIA]	Rotated	26.8	1200	5.0
		Removed 2019 LDF Lower	Splitter Outboard Fill-in Packers	Cadillac Side Wicker			8.0							
		2019 HDF Lower	Front Wheel Arch Packer + Lateral Wicker	10mm Front Fender Wicker Option only										
		2020 HDF Lower Double		Hood Opening										
All Front Fender Insert Options	Bib Extension	30.0												
Mazda	RT24-P	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	Removed	Per Technical Credential [IMSA]	16.1 (Position 4)	Sprint As-Homologated [FIA]	2019 Opt 1	28.4	1800	10.0
		Removed 2018 Trimmed Lower	Splitter Inboard Fill-in Packers	Mazda Side Wicker										
		2019 Lower Opt 1	Lower Front Fender Packer	Splitter Outboard Shoes / Footplates 2019 Footplate Update			20.0							
		2019 Lower Opt 2		Splitter foot vane										
2019 Upper Opt 1 Double	Front wheel arch side GF													



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						adj	current			
Issued: IWSC Road America			Bulletin: TB 20-16		Date: 7/24/2020							
Dallara	P217		940	Gibson	4.2	8250		E20		75.0	34.0	
Multimatic Riley	Riley MK30		940	Gibson	4.2	8250	See Table	E20		75.0	34.0	
Ligier Automotive	Ligier JS P217		940	Gibson	4.2	8250	See Table	E20		75.0	34.0	
ORECA	07		940	Gibson	4.2	8250	See Table	E20		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										
IWSC Road America		Dive Planes	Packers / Inserts	Other	Option	Tail Wicker		Rear Wing Assembly			Rear Wing Flap			Rear Wing Flap Wicker	
Constructor		Permitted Options	Permitted Configurations	Permitted Options		Type	Maximum Height	Option	Type	Maximum Angle / Position	Type	Position	Maximum Angle	Span	Maximum 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	
								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			
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BMW	M8 GTE	-10	1225				+10.7	7000	50.0	N/A	5.0	E20	1.08	+12.0	97.0	34.0	
Corvette	C8R GTE		1260	1				7400	50.0	N/A	15.0	E20	0.88	+5.0	101.0	34.0	
Ferrari	488 GTE		1270					7000	50.0	N/A	10.0	E20	1.10	+4.0	93.0	34.0	
Porsche	911 RSR GTE		1280	2				9400	50.0	N/A	Integrated	E20	0.89	+3.0	96.0	34.0	

BMW M8 GTE

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.230
2500	0.040	1.450
3000	0.240	2.210
3500	0.000	2.220
4000	0.000	2.230
4500	0.000	2.240
5000	0.056	2.166
5250	0.054	2.089
5500	0.052	2.012
5750	0.051	1.946
6000	0.050	1.880
6500	0.070	1.840
6750	0.090	1.730
7000	0.110	1.620
7500	0.032	1.287
7600		1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.829
4000		1.829
4800		1.812
5000		1.808
5300		1.803
5500		1.797
5700		1.786
5950		1.761
6050		1.744
6150		1.722
6300		1.687
6600		1.610
7000		1.510
7500		1.383
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	Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
	adj	current	qty.	adj	current	adj	adj	current	adj	current		λ	adj	current				
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Acura	NSX GT3			1325					7500		50.0		IMSA 100	0.88	+5.0	108.0	40.0	
Aston Martin	Vantage AMR GT3			1300					7200		50.0		IMSA 100	0.91	+5.0	105.0	40.0	
Audi	R8 LMS GT3			1330	2	+1.0	40.0	+9.7	8500		50.0		IMSA 100	0.91	+7.0	103.0	40.0	
BMW	M6 GT3			1305					7250		50.0		IMSA 100	0.92	+5.0	107.0	40.0	
Ferrari	488 GT3			1320				-5.0	7500		50.0		IMSA 100	0.90	+5.0	99.0	40.0	
Lamborghini	Huracan GT3			1340	2	+1.0	39.0	+9.3	8500		50.0		IMSA 100	0.89	+8.0	105.0	40.0	
Lexus	RC F GT3			1340	2	-1.0	35.0	-6.8	7200		50.0		IMSA 100	0.86	+4.0	99.0	40.0	
McLaren	720S GT3			1295					8000		50.0		IMSA 100	0.88	+5.0	104.0	40.0	
Mercedes	AMG GT3			1360	2		34.5		7700		50.0		IMSA 100	0.90	+5.0	106.0	40.0	
Porsche	911 GT3 R			1300	2		38.0		9500		50.0		IMSA 100	0.88	+5.0	95.0	40.0	





Acura NSX GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.721
4000		1.721
4500		1.724
5000		1.770
5500		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 [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		1.523
3000		1.721
4000		1.843
4500		1.887
4750		1.924
5000		1.931
5250		1.911
5500		1.878
5750		1.821
6000		1.786
6250		1.752
6500		1.719
6750		1.640
7000		1.507
7250		1.437
7550		1.000

Ferrari 488 GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000	-0.020	1.436
4000	-0.020	1.436
4500	-0.021	1.475
4750	-0.021	1.500
5000	-0.022	1.524
5250	-0.022	1.543
5500	-0.022	1.561
5750	-0.022	1.562
6000	-0.022	1.562
6250	-0.022	1.552
6500	-0.022	1.541
6750	-0.022	1.518
7000	-0.021	1.496
7250	-0.021	1.452
7500	-0.020	1.410
7800		1.000

McLaren 720S GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.659
4000		1.659
4500		1.653
5000		1.647
5500		1.640
5750		1.621
6000		1.602
6250		1.574
6500		1.545
6750		1.502
7000		1.459
7250		1.426
7500		1.392
7750		1.388
8000		1.383
8300		1.000

