



**IMSA TECHNICAL BULLETIN IWSC #20-22**

To: All IMSA WeatherTech SportsCar Championship Competitors  
From: IMSA Competition  
Date: September 11, 2020  
Re: IMSA Acura Sports Car Challenge at Mid-Ohio DPi and GTD BoP 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 Acura Sports Car Challenge at Mid-Ohio onward. 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		
Issued:	IWSC Mid-Ohio			Bulletin:	TB 20-22		Date:	9/11/2020										
Acura	ARX-05		930	Acura	3.5	Turbo					7050	See Table	E20	0.89		79.0	30.0	
Cadillac	DPI-V.R		945	Cadillac	5.5	NA	2		32.2		7600	See Table	E20	0.90	+3.0	72.0	30.0	
Mazda	RT24-P		910	Mazda	2.0	Turbo					9300	See Table	E20	0.85	+3.0	81.0	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		1.732
5200		1.740
5600		1.749
6000		1.749
6200		1.739
6400		1.724
6600		1.724
6800		1.699
7050		1.668
7550		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									
DPI 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 Mid-Ohio		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	<b>Per Technical Credential [IMSA]:</b>	<b>Per Technical Credential [IMSA]:</b>	<b>Per Technical Credential [IMSA]:</b>	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	<b>Per Technical Credential [IMSA]:</b>	<b>Per Technical Credential [IMSA]:</b>	<b>Per Technical Credential [IMSA]:</b>	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 2019 HDF Lower	Splitter Outboard Fill-in Packers	Cadillac Side Wicker			8.0							
		2020 HDF Lower Double	Front Wheel Arch Packer + Lateral Wicker  All Front Fender Insert Options	10mm Front Fender Wicker Option only Hood Opening  Bib Extension			30.0							
Mazda	RT24-P	<b>Per Technical Credential [IMSA]:</b>	<b>Per Technical Credential [IMSA]:</b>	<b>Per Technical Credential [IMSA]:</b>	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			20.0							
		2019 Lower Opt 1 2019 Lower Opt 2	Lower Front Fender Packer	Splitter Outboard Shoes / Footplates 2019 Footplate Update										
		2019 Upper Opt 1 Double		Splitter foot vane Front wheel arch side GF										





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			
Issued: IWSC Mid-Ohio		Bulletin: TB 20-22				Date: 9/11/2020												
Acura	NSX GT3		1325						7500		50.0	IMSA 100	0.88	-1.0	107.0	40.0		
Aston Martin	Vantage AMR GT3	-30	1270						7200		50.0	IMSA 100	0.91		107.0	40.0		
Audi	R8 LMS GT3		1310	2		40.0			8500		50.0	IMSA 100	0.91		103.0	40.0		
BMW	M6 GT3		1305						7250		50.0	IMSA 100	0.92		109.0	40.0		
Ferrari	488 GT3		1320						7500		50.0	IMSA 100	0.90		100.0	40.0		
Lamborghini	Huracan GT3		1340	2		39.0			8500		50.0	IMSA 100	0.89		103.0	40.0		
Lexus	RC F GT3		1355	2		35.0			7200		50.0	IMSA 100	0.86	+2.0	101.0	40.0		
McLaren	720S GT3		1295						8000		50.0	IMSA 100	0.88		104.0	40.0		
Mercedes	AMG GT3		1360	2		34.5			7700		50.0	IMSA 100	0.90		106.0	40.0		
Porsche	911 GT3 R		1300	2		38.0			9500		50.0	IMSA 100	0.88	+1.0	96.0	40.0		





Acura NSX GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
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	Boost Ratio	
	adj	current
[rpm]		
2000		1.548
4000		1.548
4250		1.588
4500		1.628
4750		1.678
5000		1.728
5250		1.764
5500		1.799
5750		1.839
6000		1.839
6250		1.839
6500		1.839
6750		1.809
7000		1.789
7200		1.789
7500		1.000

BMW M6 GT3

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

McLaren 720S GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
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

