



IMSA TECHNICAL BULLETIN IWSC #21-06

To: All IMSA WeatherTech SportsCar Competitors
From: IMSA Competition
Date: January 14, 2021
Re: Daytona ROAR Balance of Performance Tables

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar SSR, the following Balance of Performance values are set for the indicated Car Models. 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.





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			I	adj	current			
Issued: IWSC ROAR		Bulletin: TB 21-06			Date: 1/14/2021															
Acura	ARX-05		930		Acura	3.5	Turbo					7050	See Table	E20	0.89		79.0	30.0		
Cadillac	DPI-V.R		950		Cadillac	5.5	NA	2				7600	See Table	E20	0.90		71.0	30.0		
Mazda	RT24-P		910		Mazda	2.0	Turbo					9300	See Table	E20	0.85		83.0	30.0		

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

Acura ARX-05

Engine Speed [rpm]	Boost Ratio	
	adj	current
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		1.783
6200		1.773
6400		1.758
6600		1.758
6800		1.733
7050		1.701
7550		1.637
7650		1.000

Mazda RT24-P

Engine Speed [rpm]	Boost Ratio	
	adj	current
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		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 ROAR		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	As-Tested [IMSA]	Acura Side Wicker										
		Double												
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	Splitter Outboard Fill-in Packers	Must run high downforce Side Wicker Option Only at all times										
		2020 HDF Lower												
		Double	Front Wheel Arch Packer + Lateral Wicker	Must run Hood Opening at all times										
				Bib Extension										
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												
		Double	Lower Front Fender Packer	Rear Wheel Arch GF										
		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 ROAR		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	31.7	1800	10.0
Cadillac	DPI-V.R	OPTION 1	Per Technical Credential [IMSA]	30.0	Sprint As-Homologated [FIA]	15.0	Sprint As-Homologated [FIA]	Rotated	26.8	1200	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						adj	current			
Issued: IWSC ROAR			Bulletin: TB 21-06		Date: 1/14/2021							
Dallara	P217		940	Gibson	4.2	8700	See Table	E20		75.0	34.0	
Ligier Automotive	Ligier JS P217		940	Gibson	4.2	8700	See Table	E20		75.0	34.0	
ORECA	07		940	Gibson	4.2	8700	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 ROAR		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
Dallara	P217	As-Homologated [FIA]: Double	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	8.0	OPTION 1	Sprint As-Homologated [FIA]	11.0	Sprint As-Homologated [FIA]	STD	18.4	1200	5.0
Ligier Automotive	Ligier JS P217	As-Homologated [FIA]: Removed	As-Homologated [FIA]	As-Homologated [FIA]		Removed		OPTION 1	Sprint As-Homologated [FIA]	9.8 / [B2/MP3]	Sprint As-Homologated [FIA]	F2/LIM	30.1	N/A	
ORECA	07	As-Homologated [FIA]: Lower	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	16.3	OPTION 1	Sprint As-Homologated [FIA]	8.8 / Position 5	Sprint As-Homologated [FIA]	N/A	26.9	Full	10.0





LMP2

LMP2 AERODYNAMIC CONFIGURATIONS

REAR AERODYNAMIC CONFIGURATIONS

Optional Rear Aerodynamic Configurations Must be Used as a Complete Package; Mixing of Parts/Components is Forbidden

IWSC ROAR		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	Height
										mm	mm
Dallara	P217	OPTION 1	Per Technical Credential [IMSA]	8.0	Per Technical Credential [IMSA]	16.0	Sprint As-Homologated [FIA]	STD	23.4	1200	5.0
Ligier Automotive	Ligier JS P217	Removed			Sprint As-Homologated [FIA]	13.8 / [C1/MP4]	Sprint As-Homologated [FIA]	F2/LIM	34.1	N/A	
ORECA	07	OPTION 1	Per Technical Credential [IMSA]	16.3	Sprint As-Homologated [FIA]	11.2 / Position 3	Sprint As-Homologated [FIA]	N/A	30.1	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: IWSC ROAR		Bulletin: TB 21-06			Date: 1/14/2021												
BMW	M8 GTE		1230				7000	50.0	+4.00	5.0	E20	1.08		89.0	34.0		
Corvette	C8R GTE		1270	1		44.5	7400	50.0	+3.50	15.0	E20	0.88		102.0	34.0		
Ferrari	488 GTE		1270				7000	50.0	+2.00	10.0	E20	1.10		92.0	34.0		
Porsche	911 RSR GTE		1280	2		31.7	9400	50.0	+1.20	Integrated	E20	0.89		99.0	34.0		

BMW M8 GTE

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.230
2500		1.450
3000		1.970
3500		2.220
4000		2.230
4500		2.240
5000		2.110
5250		2.035
5500		1.960
5750		1.895
6000		1.830
6500		1.770
6750		1.640
7000		1.510
7500		1.255
7600		1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.816
4000		1.816
4800		1.800
5000		1.796
5300		1.790
5500		1.784
5700		1.773
5950		1.749
6050		1.731
6150		1.710
6300		1.675
6600		1.600
7000		1.499
7500		1.373
7600		1.000
10000		1.000





GTD		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)	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 ROAR		Bulletin: TB #21-06		Date: 1/14/2021													
Acura	NSX GT3		1320						7500		50.0		IMSA 100	0.88		106.0	40.0		
Aston Martin	Vantage AMR GT3		1290						7200		50.0		IMSA 100	0.91		107.0	40.0		
Audi	R8 LMS GT3		1310	2		38.0			8500		50.0		IMSA 100	0.91		98.0	40.0		
BMW	M6 GT3		1295						7250		50.0		IMSA 100	0.92		111.0	40.0		
Ferrari	488 GT3		1300						7500		50.0		IMSA 100	0.90		101.0	40.0		
Lamborghini	Huracan GT3		1305	2		37.0			8500		50.0	+4.0	IMSA 100	0.89		101.0	40.0		
Lexus	RC F GT3		1345	2		38.0			7200		50.0		IMSA 100	0.86		106.0	40.0		
Mercedes	AMG GT3		1340	2		34.5			7700		50.0		IMSA 100	0.90		106.0	40.0		
Porsche	911 GT3 R		1255	2		35.0			9500		50.0	+0.5	IMSA 100	0.88		94.0	40.0		





Acura NSX GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.695
4000		1.695
4500		1.698
5000		1.743
5500		1.805
6000		1.908
6200		1.935
6300		1.945
6400		1.948
6500		1.946
6600		1.941
6700		1.930
6800		1.914
7000		1.883
7500		1.825
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		1.564
3000		1.768
4000		1.893
4500		1.938
4750		1.977
5000		1.984
5250		1.963
5500		1.929
5750		1.871
6000		1.835
6250		1.800
6500		1.766
6750		1.685
7000		1.548
7250		1.476
7550		1.000

Ferrari 488 GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.448
4000		1.449
4500		1.488
4750		1.513
5000		1.538
5250		1.557
5500		1.575
5750		1.575
6000		1.576
6250		1.566
6500		1.555
6750		1.532
7000		1.509
7250		1.466
7500		1.423
7800		1.000

