



**IMSA TECHNICAL BULLETIN IWSC #21-21**

To: All IMSA WeatherTech SportsCar Competitors  
From: IMSA Competition  
Date: June 18, 2021  
Re: Watkins Glen Balance of Performance Tables

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar SSR, the following road-course 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	λ		
	Acura ARX-05		930	Acura	3.5	Turbo					7050	See Table	E20	0.89	-1.0	77.0	30.0	
	Cadillac DPi-V.R		945	Cadillac	5.5	NA	2		32.2		7600	See Table	E20	0.90	-2.0	69.0	30.0	
	Mazda RT24-P		910	Mazda	2.0	Turbo				+3.6	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		1.395
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 [rpm]	Boost Ratio	
	adj	current
2000	0.031	2.091
5250	0.036	2.408
5750	0.036	2.425
6500	0.038	2.538
6750	0.038	2.546
7000	0.037	2.548
7250	0.037	2.551
7500	0.038	2.522
7750	0.036	2.465
8000	0.035	2.380
8250	0.035	2.318
8500	0.033	2.254
8750	0.033	2.216
9000	0.033	2.255
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												
		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			
		Lower	As-Tested [IMSA]	Acura Side Wicker			16.3 Per Template										
		Double		All Front Fender Wicker Options			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			
		2019 HDF Lower	Splitter Outboard Fill-in Packers	Cadillac Side Wicker			8.0										
		2020 HDF Lower													Must run STD Front Fender Insert at all times	Must run Hood Opening at all times	30.0
		Double	Front Wheel Arch Packer + Lateral Wicker	10mm Front Fender Wicker													
			Must run Bib Extension at all times														
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			
		2019 Lower Opt 1	Splitter Inboard Fill-in Packers	Mazda Side Wicker			20.0										
		2019 Lower Opt 2		Splitter Outboard Shoes / Footplates 2019 Footplate Update													
		Double	Lower Front Fender Packer	Splitter foot vane			Front wheel arch side GF										



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		
BMW	M8 GTE		1230					7000	50.0	N/A	5.0	E20	1.08		90.0	34.0	
Corvette	C8R GTE		1280	1		44.3		7400	50.0	N/A	15.0	E20	0.88		98.0	34.0	
Porsche	911 RSR GTE	-10	1295	2		32.2		9400	50.0	N/A	Integrated	E20	0.89		102.0	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





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		
Acura	NSX GT3		1325					7500		50.0	IMSA 100	0.88		108.0	40.0		
Aston Martin	Vantage AMR GT3		1270			-7.1		7200		50.0	IMSA 100	0.91	-2.0	104.0	40.0		
Audi	R8 LMS GT3		1310	2		40.0		8500		50.0	IMSA 100	0.91		102.0	40.0		
BMW	M6 GT3		1325					7250		50.0	IMSA 100	0.92		110.0	40.0		
Ferrari	488 GT3		1325					7500		50.0	IMSA 100	0.90		101.0	40.0		
Lamborghini	Huracan GT3		1340	2		39.0		8500		50.0	IMSA 100	0.89		107.0	40.0		
Lexus	RC F GT3		1375	2		36.0		7200		50.0	IMSA 100	0.86		102.0	40.0		
Mercedes	AMG GT3		1380	2		34.5		7700		50.0	IMSA 100	0.90		106.0	40.0		
Porsche	911 GT3 R		1320	2		38.0		9500		50.0	IMSA 100	0.88		97.0	40.0		





Acura NSX GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.738
4000		1.738
4500		1.741
5000		1.788
5500		1.852
6000		1.906
6200		1.933
6300		1.943
6400		1.946
6500		1.944
6600		1.939
6700		1.929
6800		1.913
7000		1.881
7500		1.824
7800		1.000

Aston Martin AMR GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000	-0.038	1.510
4000	-0.038	1.510
4250	-0.039	1.549
4500	-0.040	1.588
4750	-0.041	1.637
5000	-0.042	1.686
5250	-0.043	1.721
5500	-0.044	1.755
5750	-0.045	1.794
6000	-0.045	1.794
6250	-0.045	1.794
6500	-0.045	1.794
6750	-0.044	1.765
7000	-0.044	1.745
7200	-0.044	1.745
7500		1.000

BMW M6 GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.551
3000		1.753
4000		1.877
4500		1.922
4750		1.960
5000		1.967
5250		1.947
5500		1.913
5750		1.855
6000		1.819
6250		1.785
6500		1.751
6750		1.670
7000		1.535
7250		1.464
7550		1.000

Ferrari 488 GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.456
4000		1.456
4500		1.496
4750		1.521
5000		1.546
5250		1.565
5500		1.583
5750		1.584
6000		1.584
6250		1.574
6500		1.563
6750		1.540
7000		1.517
7250		1.473
7500		1.430
7800		1.000

