

**IMSA TECHNICAL BULLETIN IWSC #22-07**

To: All IMSA WeatherTech SportsCar Competitors  
From: IMSA Competition  
Date: January 22, 2022  
Re: IMSA ROAR Revised GTD BoP

One Daytona Blvd.  
Daytona Beach, FL  
32114  
: +1 (386) 310-60

In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship 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.

**Attachment 2.2.2. General**

- A. To maintain competitive equivalency between Cars within the Class, and between Classes, IMSA uses the Balance of Performance (BoP) process as outlined herein to identify and mandate adjustments to the Specification.
  - i. Evaluation is based on Demonstrated Performance data; including, but not limited to, the IMSA Scrutineering data logger, IMSA technical inspection measurements, and official Timing and Scoring.
- B. These Regulations serve as a guideline for the application of BoP.
- C. Cars representing a Car Model must always respect the Specification.
  - i. Cars outside of technical compliance may be excluded from BoP Analysis.
- D. IMSA's measurements and calculations are the official measurements and calculations

GTD / GTD-PRO		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)	Max 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			
Acura	NSX GT3		1320					7500		50.0	+3.9	As Homologated	IMSA 100	0.88		102.0	40.0	EVO		
Aston Martin	Vantage AMR GT3		1320					7200		50.0	+6.0	As Homologated	IMSA 100	0.91		107.0	40.0			
BMW	M4 GT3		1330					7000		50.0	+0.0	As Homologated	IMSA 100	1.10		103.0	40.0			
Corvette	C8.R GTD		1320	1		42.8		7400		50.0	+11.0	As Homologated	IMSA 100	0.88		93.0	40.0	15 mm Wicker Rear Wing Required		
Ferrari	488 GT3		1330					7500		50.0	+6.0	As Homologated	IMSA 100	0.90		101.0	40.0			
Lamborghini	Huracan GT3		1305	2		37.0		8500		50.0	+5.8	As Homologated	IMSA 100	0.89		104.0	40.0			
Lexus	RC F GT3		1345	2		38.0		7200		50.0	+6.5	As Homologated	IMSA 100	0.86		105.0	40.0			
McLaren	720S GT3		1295					8000		50.0	+2.5	As Homologated	IMSA 100	0.88		101.0	40.0			
Mercedes	AMG GT3		1350	2		34.5		7700		50.0	-1.0	As Homologated	IMSA 100	0.90		106.0	40.0			
Porsche	911 GT3 R		1300	2		38.0		9500		50.0	+2.0	As Homologated	IMSA 100	0.88		98.0	40.0			

Acura NSX GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.792
4000		1.792
4500		1.796
5000		1.840
5500		1.867
6000		1.881
6200		1.885
6300		1.895
6400		1.898
6500		1.896
6600		1.891
6700		1.880
6800		1.865
7000		1.834
7500		1.778
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 M4 GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		2.058
3000		2.058
3500		2.058
4000		2.113
4500		2.179
5000		2.268
5250		2.328
5500		2.406
5750		2.494
6000		2.513
6250		2.533
6500		2.454
6750		2.363
7000		2.223
7250		2.117
7500		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

McLaren 720S GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.616
4000		1.616
4500		1.610
5000		1.604
5500		1.598
5750		1.579
6000		1.561
6250		1.533
6500		1.505
6750		1.463
7000		1.421
7250		1.389
7500		1.356
7750		1.352
8000		1.347
8300		1.000