

IMSA TECHNICAL BULLETIN IWSC #22-16

To: All IMSA WeatherTech SportsCar Competitors
From: IMSA Competition
Date: March 18, 2022
Re: Sebring Revised GTD BoP

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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		Vehicles															Notes
GTD PRO		Mass		Engine					Ride Height		Fuel				Minimum Full Refueling Time (sec)		
Manufacturer		Minimum No Fuel/Driver (kg)		Restrictor Diameter (mm)			Average Power Delta (kW)		Maximum RPM		Minimum Ground Clearance (mm)		Type	Lambda	Total Capacity (L)		
		adj	current	qty.	adj	current	adj	current	adj	current	adj	current		λ	adj	current	
Acura	NSX GT3		1305						7500		50.0	IMSA 100	0.88		107.0	40.0	EVO II
Aston Martin	Vantage AMR GT3		1270						7200		50.0	IMSA 100	0.91		106.0	40.0	
BMW	M4 GT3		1315						7000		50.0	IMSA 100	1.10		106.0	40.0	
Corvette	C8.R GTD		1340	1	+1.0	42.0	+15.2		7400		50.0	IMSA 100	0.88	+4.0	92.0	40.0	15 mm Rear Wing Gurney Required, 40 kg in BoP Ballast Box (+/-3 kg)
Ferrari	488 GT3		1335						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		104.0	40.0	
Lexus	RC F GT3		1360	2		37.0			7200		50.0	IMSA 100	0.86		103.0	40.0	
McLaren	720S GT3		1295						8000		50.0	IMSA 100	0.88		104.0	40.0	
Mercedes	AMG GT3		1370	2		35.0			7700		50.0	IMSA 100	0.90		105.0	40.0	
Porsche	911 GT3 R		1320	2		38.0			9500		50.0	IMSA 100	0.88		96.0	40.0	

Acura NSX GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.838
4000		1.838
4500		1.842
5000		1.887
5500		1.915
6000		1.929
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		1.491
4000		1.491
4250		1.530
4500		1.568
4750		1.617
5000		1.665
5250		1.699
5500		1.733
5750		1.772
6000		1.772
6250		1.772
6500		1.772
6750		1.743
7000		1.723
7200		1.723
7500		1.000

BMW M4 GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		2.166
3000		2.166
3500		2.166
4000		2.224
4500		2.294
5000		2.387
5250		2.451
5500		2.533
5750		2.625
6000		2.645
6250		2.667
6500		2.583
6750		2.487
7000		2.340
7250		2.229
7500		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

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