

IMSA TECHNICAL BULLETIN IWSC #22-20

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: May 26, 2022
Re: IMSA Chevrolet Sports Car Classic at Detroit BoP Tables

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



Technical Bulletin

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	adj	current				
Acura	ARX-05			920	Acura	3.5	Turbo					7050	See Table	E20	0.89		78.0	30.0		
Cadillac	DPI-V.R	+15	960		Cadillac	5.5	NA	2				32.2		7600	See Table	E20	0.90		71.5	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

DPI		FRONT AERODYNAMIC CONFIGURATIONS			REAR 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									
DPI AERODYNAMIC CONFIGURATIONS		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												
		Double	Front Wheel Arch Packer + Lateral Wicker	Must run Hood Opening at all times			30.0							
			Must run STD Front Fender Insert at all times	10mm Front Fender Wicker										

GTD		GTD		PRO		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		1305						7500		50.0	IMSA 100	0.88		109.0	40.0	EVO II			
Aston Martin	Vantage AMR GT3		1270						7200		50.0	IMSA 100	0.91		106.0	40.0				
BMW	M4 GT3	+10	1305						7250		50.0	IMSA 100	1.10		97.0	40.0				
Corvette	C8.R GTD		1370	1		41.6			7400		50.0	IMSA 100	0.88		88.0	40.0	10 mm Rear Wing Gurney Required, 55 kg in BoP Ballast Box (+/-3 kg)			
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		1280						8000		50.0	IMSA 100	0.88		107.0	40.0				
Mercedes	AMG GT3		1370	2		35.0			7700		50.0	IMSA 100	0.90		105.0	40.0				
Porsche	911 GT3 R		1330	2		40.0			9500		50.0	IMSA 100	0.88		99.0	40.0				

Acura NSX GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.884
4000		1.884
4500		1.888
5000		1.934
5500		1.963
6000		1.978
6200		1.982
6300		1.992
6400		1.995
6500		1.993
6600		1.988
6700		1.977
6800		1.961
7000		1.928
7500		1.869
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		2.058
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

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