



IMSA TECHNICAL BULLETIN IWSC #24-28

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: January 24, 2024
Re: IMSA GTD-PRO and GTD Balance of Performance: Rolex 24 at Daytona

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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(s). These decisions come into effect immediately and are applicable until further notice.



| 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) | | Type | Lambda | Total Capacity (L) | | Minimum Full Refueling Time (sec) | | | | |
| | | adj | current | qty. | adj | current | adj | adj | current | current | adj | ° | | λ | adj | current | | | | | | |
| Acura | NSX GT3 | | 1320 | | | | +7.1 | | 7500 | 50.0 | | +4.8 | IMSA 100 | 0.88 | +2.0 | 111.0 | 40.0 | EVO II | | | | |
| Aston Martin | Vantage GT3 EVO | -10 | 1325 | | | | | | 7200 | 50.0 | | +4.8 | IMSA 100 | 0.91 | +1.0 | 109.0 | 40.0 | | | | | |
| BMW | M4 GT3 | | 1310 | | | | +9.1 | | 7250 | 50.0 | | +2.4 | IMSA 100 | 1.10 | +3.0 | 101.0 | 40.0 | | | | | |
| Corvette | Z06 GT3.R | | 1335 | 1 | | 50.0 | | | 8000 | 50.0 | +1.0 | +4.3 | IMSA 100 | 0.88 | +2.0 | 105.0 | 40.0 | | | | | |
| Ferrari | 296 GT3 | +10 | 1365 | | | | -4.0 | | 8000 | 50.0 | +1.0 | +3.8 | IMSA 100 | 0.90 | -1.0 | 104.0 | 40.0 | | | | | |
| Ford | Mustang GT3 | +15 | 1330 | 2 | | 35.0 | | | 8250 | 50.0 | | +6.8 | IMSA 100 | 0.88 | | 109.0 | 40.0 | | | | | |
| Lamborghini | Huracan GT3 EVO2 | +5 | 1355 | 1 | | 50.0 | | | 8500 | 50.0 | | +3.8 | IMSA 100 | 0.91 | | 109.0 | 40.0 | | | | | |
| Lexus | RC F GT3 | | 1370 | 2 | | 40.0 | | | 7200 | 50.0 | | +5.3 | IMSA 100 | 0.86 | | 107.0 | 40.0 | | | | | |
| McLaren | 720S GT3 EVO | -10 | 1330 | | | | | | 8000 | 50.0 | | +2.8 | IMSA 100 | 0.88 | +2.0 | 113.0 | 40.0 | | | | | |
| Mercedes | AMG GT3 | -15 | 1375 | 2 | +1.0 | 34.5 | +8.5 | | 7700 | 50.0 | -1.0 | +1.5 | IMSA 100 | 0.90 | +3.0 | 103.0 | 40.0 | | | | | |
| Porsche | 911 GT3 R (992) | +20 | 1325 | 2 | | 36.0 | | | 9400 | 50.0 | -1.0 | +5.5 | IMSA 100 | 0.89 | +2.0 | 97.0 | 40.0 | | | | | |

Acura NSX GT3

| Engine Speed | Boost Ratio | |
|--------------|-------------|---------|
| | adj | current |
| [rpm] | adj | current |
| 2000 | 0.060 | 1.930 |
| 4000 | 0.060 | 1.930 |
| 4500 | 0.060 | 1.934 |
| 5000 | 0.062 | 1.982 |
| 5500 | 0.063 | 2.011 |
| 6000 | 0.063 | 2.026 |
| 6200 | 0.063 | 2.030 |
| 6300 | 0.063 | 2.040 |
| 6400 | 0.063 | 2.043 |
| 6500 | 0.063 | 2.041 |
| 6600 | 0.063 | 2.036 |
| 6700 | 0.063 | 2.025 |
| 6800 | 0.062 | 2.009 |
| 7000 | 0.061 | 1.975 |
| 7500 | 0.059 | 1.915 |
| 7800 | | 1.000 |

Aston Martin GT3 EVO

| Engine Speed | Boost Ratio |
|--------------|-------------|
| | current |
| [rpm] | current |
| 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] | adj | current |
| 2000 | 0.054 | 2.112 |
| 3000 | 0.054 | 2.112 |
| 3500 | 0.054 | 2.112 |
| 4000 | 0.056 | 2.169 |
| 4500 | 0.058 | 2.237 |
| 5000 | 0.060 | 2.328 |
| 5250 | 0.061 | 2.389 |
| 5500 | 0.063 | 2.469 |
| 5750 | 0.066 | 2.560 |
| 6000 | 0.066 | 2.579 |
| 6250 | 0.067 | 2.600 |
| 6500 | 0.064 | 2.518 |
| 6750 | 0.062 | 2.425 |
| 7000 | 0.058 | 2.281 |
| 7250 | 0.056 | 2.173 |
| 7500 | | 1.000 |

Ferrari 296 GT3

| Engine Speed | Boost Ratio | |
|--------------|-------------|---------|
| | adj | current |
| [rpm] | adj | current |
| 2000 | -0.020 | 1.883 |
| 4000 | -0.020 | 1.883 |
| 4500 | -0.020 | 2.183 |
| 5000 | -0.020 | 2.424 |
| 5500 | -0.020 | 2.408 |
| 5750 | -0.020 | 2.414 |
| 6000 | -0.020 | 2.420 |
| 6250 | -0.020 | 2.423 |
| 6500 | -0.020 | 2.425 |
| 6750 | -0.020 | 2.402 |
| 7000 | -0.020 | 2.379 |
| 7250 | -0.020 | 2.344 |
| 7500 | -0.020 | 2.310 |
| 7750 | -0.020 | 2.245 |
| 8000 | -0.020 | 2.180 |
| 8500 | | 1.000 |

McLaren 720S GT3 EVO

| Engine Speed | Boost Ratio |
|--------------|-------------|
| | current |
| [rpm] | current |
| 2000 | 1.681 |
| 4000 | 1.681 |
| 4500 | 1.675 |
| 5000 | 1.668 |
| 5500 | 1.662 |
| 5750 | 1.642 |
| 6000 | 1.623 |
| 6250 | 1.594 |
| 6500 | 1.565 |
| 6750 | 1.522 |
| 7000 | 1.478 |
| 7250 | 1.444 |
| 7500 | 1.411 |
| 7750 | 1.406 |
| 8000 | 1.401 |
| 8300 | 1.000 |