



**IMSA TECHNICAL BULLETIN IWSC #24-66**

To: All IMSA WeatherTech SportsCar Championship Competitors  
From: IMSA Competition  
Date: September 11, 2024  
Re: IMSA Balance of Performance: Indianapolis Event

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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.



GTP		Vehicles	Mass	ICE	Power	Energy	Fuel	Notes
		Manufacturer	Minimum No Fuel/Driver (kg) current	Nmax (rpm)	Maximum Power (kW)	Maximum Stint Energy (MJ)	Stint Energy Replenishment Rate (MJ/sec)	Type
Acura	ARX-06	1060	9512	520	917	22.925	R80	
BMW	M Hybrid V8	1032	8000	516	907	22.675	R80	
Cadillac	V-Series.R	1060	8800	518	913	22.825	R80	
Lamborghini	SC63	1030	8200	518	910	22.750	R80	
Porsche	963	1059	8158	520	916	22.900	R80	

**Maximum Power (kW)**

Engine Speed (N/Nmax)	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	
<0.550	236	237	237	238	238	239	239	240	240	241	241	242	242	243	243	244	244	245	245	246	246	247	247	248	248	249	249	250	250	251	251	252	252	253	253	254	254	255	255	256	256	
0.550	236	237	237	238	238	239	239	240	240	241	241	242	242	243	243	244	244	245	245	246	246	247	247	248	248	249	249	250	250	251	251	252	252	253	253	254	254	255	255	256	256	
0.575	258	259	259	260	260	261	261	262	262	263	264	264	265	265	266	266	267	267	268	268	269	270	270	271	271	272	272	273	273	274	274	275	275	276	276	277	277	278	278	279	279	
0.600	277	278	278	279	279	280	281	281	282	282	283	284	284	285	285	286	287	287	288	288	289	290	290	291	291	292	292	293	293	294	295	295	296	296	297	297	298	298	299	299	300	
0.625	297	298	298	299	299	300	301	301	302	302	303	304	304	305	305	306	307	307	308	308	309	310	310	311	312	312	313	314	314	315	316	316	317	317	318	319	319	320	321	321	322	
0.650	317	318	318	319	320	320	321	322	322	323	324	324	325	325	326	327	327	328	329	329	330	331	331	332	333	333	334	335	335	336	337	337	338	338	339	340	340	341	342	342	343	
0.675	337	338	338	339	340	341	341	342	343	343	344	345	345	346	347	348	348	349	350	350	351	352	352	353	354	355	355	356	357	357	358	359	359	360	361	362	362	363	364	364	365	
0.700	358	359	359	360	361	362	362	363	364	364	365	366	366	367	368	369	369	370	371	371	372	373	374	374	375	376	377	377	378	379	380	380	381	382	383	383	384	385	386	386	387	
0.725	378	379	380	380	381	382	383	383	384	385	386	387	388	389	389	390	391	392	392	393	394	395	395	396	397	398	399	399	400	401	402	403	403	404	405	406	407	407	408	409		
0.750	397	398	399	399	400	401	402	403	403	404	405	406	407	407	408	409	410	411	411	412	413	414	415	416	416	417	418	419	420	421	422	422	423	424	425	426	427	427	428	429	430	
0.775	415	416	417	418	418	419	420	421	422	423	424	424	425	426	427	428	429	429	430	431	432	433	434	435	435	436	437	438	439	440	441	441	442	443	444	445	446	446	447	448	449	
0.800	431	432	433	434	435	436	436	437	438	439	440	441	442	443	444	445	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	466	467	468	469
0.825	445	446	447	448	449	450	451	452	453	454	455	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	478	479	480	481	482	482	
0.850	456	457	458	459	460	461	462	463	464	465	466	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	485	486	487	488	489	490	491	492	493	494	
0.875	466	467	468	469	470	471	472	473	474	475	476	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	
0.900	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	
0.925	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	
0.950	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	
0.975	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	
1.000	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	505	506	507	508	509	510	511	512	513	514	
1.025	410	411	412	413	413	414	415	416	417	418	419	419	420	421	422	423	424	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	441	442	443	444			

LMP2	Vehicles		Mass	Engine			Aero	Fuel			Notes
	Constructor		Minimum No Fuel/Driver (kg)	Make	Specification	Volume (L)	Maximum RPM	Configuration	Type	Total Capacity (L)	
			current				current			current	
Ligier	JS P217	950	Gibson	2023	4.2	8000 (1st to 5th) 8500 (6th)	See Table	E20	75.0	40.0	2023 Engine Intake and RPM Configuration. Max RPM: 8000 1-5th Gear Max RPM: 8500 6th Gear
ORECA	07	950	Gibson	2023	4.2	8000 (1st to 5th) 8500 (6th)	See Table	E20	75.0	40.0	2023 Engine Intake and RPM Configuration. Max RPM: 8000 1-5th Gear Max RPM: 8500 6th Gear

\* Aero configuration is defined via the Aero Configuration table on the following page.

**LMP2**

LMP2 AERODYNAMIC CONFIGURATIONS		
		Assemblies
Constructor		
Ligier	JS P217	As homologated sprint configuration (FIA)
ORECA	07	As homologated sprint configuration (FIA)

FRONT AERODYNAMIC CONFIGURATIONS			
Optional Front Aerodynamic Configurations are Independent			
Dive Planes		Packers / Inserts	Other
Permitted Options		Permitted Configurations	Permitted Options
OPTION 1	None	As homologated sprint configuration (FIA)	None
OPTION 2	LDF		
OPTION 3	HDF		
OPTION 1	Double	As homologated sprint configuration (FIA)	None
OPTION 2	Lower only		

**REAR AERODYNAMIC CONFIGURATIONS**

Optional Rear Aerodynamic Configurations are Independent

Constructor		Tail Wicker			Rear Wing				Rear Wing Flap Wicker		
		Permitted Options	Type	Height	Permitted Range	Assembly	Main plane	Flap	Permitted Options	Span	Height
			mm	mm		Position	Degrees	Degrees		mm	mm
Ligier	JS P217	OPTION 1	Fitted	12.5	Range Minimum:	7.3°	As homologated		N/A		
		OPTION 2	Removed	-	Range Maximum:						
ORECA	07	OPTION 1	Fitted	16.3	Range Minimum:	Position 9	-8.6	20.5	OPTION 1	Full	10.0
		OPTION 2	Removed	-	Range Maximum:	Position 1	+1.0	33.3	OPTION 2	Removed	-

"Option" items are permitted to be chosen separately in each category. Either option of diveplane may be chosen with either option of tail wicker and either option of rear wing wicker and with any rear wing position within the range shown in the table

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	current		λ	adj	current					
Acura	NSX GT3		1320				-8.5		7500	50.0	IMSA 100	0.88	-1.0	112.0	40.0	EVO II			
Aston Martin	Vantage GT3 EVO		1325						7200	50.0	IMSA 100	0.91		106.0	40.0				
BMW	M4 GT3		1320				-6.6		7250	50.0	IMSA 100	1.10	-4.0	95.0	40.0				
Corvette	Z06 GT3.R		1365	1		50.0			8000	50.0	IMSA 100	0.88		102.0	40.0				
Ferrari	296 GT3		1390						8000	50.0	IMSA 100	0.90		105.0	40.0				
Ford	Mustang GT3		1315	2	-1.0	36.0	-5.0		8250	50.0	IMSA 100	0.88	-1.0	113.0	40.0				
Lamborghini	Huracan GT3 EVO2		1385	1		52.0			8500	50.0	IMSA 100	0.91		115.0	40.0				
Lexus	RC F GT3		1375	2		39.0			7200	50.0	IMSA 100	0.86		105.0	40.0				
McLaren	720S GT3 EVO		1330						8000	50.0	IMSA 100	0.88		110.0	40.0				
Mercedes	AMG GT3		1390	2	+0.5	35.0	+5.0		7700	50.0	IMSA 100	0.90	+1.0	105.0	40.0				
Porsche	911 GT3 R (992)		1370	2		39.5			9400	50.0	IMSA 100	0.89		97.0	40.0				

Acura NSX GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]	adj	current
s	-0.070	1.976
4000	-0.070	1.976
4500	-0.070	1.980
5000	-0.070	2.029
5500	-0.070	2.058
6000	-0.070	2.074
6200	-0.070	2.079
6300	-0.070	2.089
6400	-0.070	2.092
6500	-0.070	2.090
6600	-0.070	2.085
6700	-0.070	2.073
6800	-0.070	2.057
7000	-0.070	2.022
7500	-0.070	1.961
7800		1.000

Aston Martin GT3 EVO

Engine Speed	Boost Ratio
	current
[rpm]	current
2000	1.548
4000	1.548
4250	1.588
4500	1.628
4750	1.678
5000	1.728
5250	1.764
5500	1.799
5750	1.839
6000	1.839
6250	1.839
6500	1.839
6750	1.809
7000	1.789
7200	1.789
7500	1.000

BMW M4 GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]	adj	current
2000	-0.054	2.004
3000	-0.054	2.004
3500	-0.054	2.004
4000	-0.055	2.058
4500	-0.057	2.122
5000	-0.060	2.208
5250	-0.061	2.267
5500	-0.063	2.343
5750	-0.066	2.428
6000	-0.066	2.447
6250	-0.066	2.467
6500	-0.065	2.389
6750	-0.062	2.301
7000	-0.059	2.164
7250	-0.055	2.062
7500		1.000

Ferrari 296 GT3

Engine Speed	Boost Ratio
	current
[rpm]	current
2000	1.688
4000	1.688
4500	2.090
5000	2.365
5500	2.353
5750	2.364
6000	2.355
6250	2.356
6500	2.358
6750	2.339
7000	2.313
7250	2.289
7500	2.233
7750	2.182
8000	2.126
8500	1.000

McLaren 720S GT3 EVO

Engine Speed	Boost Ratio
	current
[rpm]	current
2000	1.703
4000	1.703
4500	1.696
5000	1.690
5500	1.683
5750	1.664
6000	1.644
6250	1.615
6500	1.585
6750	1.541
7000	1.497
7250	1.463
7500	1.429
7750	1.424
8000	1.419
8300	1.000