



## IMSA TECHNICAL BULLETIN IWSC #18-06 REVISION 1

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 29 December 2017

Re: 20180105 IWSC Roar Before the 24 Balance of Performance Tables -- Revision 1

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following adjustments are made to the indicated cars. The column listed as current is the current specification after the adjustment is applied and thus the required specification for the event. These decisions come into immediate effect and are applicable until further notice.

IMSA has determined the values listed in all tables based upon Manufacturer submitted data and IMSA's data analysis.

P	Vehicles		Mass		Engine						Aero	Fuel				Notes				
	Manufacturer	Model	No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor (mm)			Boost Ratio	Maximum RPM	Configuration	Type	Minimum Lambda		Tank Capacity (L)		Refueling Restrictor (mm)	
			adj	current				qty.	adj	current							current	current	λ	adj
Issued: 20180105 IWSC Roar Before the 24			Bulletin: TB 18-06			Date: 12/29/2017														
Acura	ARX-05	0	940	Acura	3.5	Turbo				See Table	7050	See Table	E20	0.83	0.0	76.0	0.0	26.5		
Cadillac	DPI-V.R	0	940	Cadillac	5.5	NA	2	0.0	32.2		7500	See Table	E20	0.92	0.0	67.0	0.0	23.0		
Dallara	P217	0	930	Gibson	4.2	NA					8750		E20		0.0	75.0				
Mazda	RT24-P	0	930	Mazda	2.0	Turbo				See Table	8300	See Table	E20	0.88	0.0	78.0	0.0	26.5		
Multimatic Riley	Riley MK30	0	930	Gibson	4.2	NA					8750	See Table	E20		0.0	75.0	0.0	26.0		
Nissan	DPI	0	940	Nissan	3.8	Turbo				See Table	7100	See Table	E20	0.85	0.0	78.0	0.0	26.5		
Onroak	Ligier JS P217	0	930	Gibson	4.2	NA					8750	See Table	E20		0.0	75.0	0.0	26.0		
ORECA	07	0	930	Gibson	4.2	NA					8750	See Table	E20		0.0	75.0	0.0	26.0		

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

Acura ARX-05

Engine Speed [rpm]	Boost Ratio
2000	1.467
3200	1.467
3600	1.608
4000	1.725
4400	1.769
4800	1.769
5200	1.769
5600	1.769
6000	1.769
6200	1.759
6400	1.744
6600	1.744
6800	1.719
7050	1.687
7550	1.624
7650	1.000

Mazda RT24-P

Engine Speed [rpm]	Boost Ratio
2000	2.671
5200	2.671
5800	2.500
6000	2.500
6250	2.500
6500	2.510
6900	2.643
7000	2.658
7150	2.661
7300	2.642
7500	2.606
7800	2.551
8100	2.532
8300	2.463
8800	2.226
8900	1.000

Nissan DPI

Engine Speed [rpm]	Boost Ratio
2000	1.612
4000	1.612
4200	1.668
4850	1.668
5200	1.703
5500	1.770
5800	1.826
6000	1.832
6200	1.819
6400	1.804
6700	1.789
6850	1.789
6950	1.799
7100	1.799
7600	1.630
7700	1.000

P		PROTOTYPE AERODYNAMIC CONFIGURATIONS		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							
20180105 IWSC Daytona ROAR		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	Minimum Height	Type	Angle / Position	Type	Position	Minimum Angle	Span	Minimum Height
						mm	mm		degrees			degrees	mm	mm
Acura	ARX-05	As-Tested [IMSA]: Removed Single Double	As-Tested [IMSA]: As-Tested [IMSA]	As-Tested [IMSA]: Acura Side Wicker	OPTION 1	As-Tested [IMSA]	Acura	As-Tested [IMSA]	-1.4	Sprint As-Homologated [FIA]	N/A	30.1	Removed	
Cadillac	DPI-V.R	As-Tested [IMSA]: Removed LDF Single Double	As-Tested [IMSA]: Splitter Outboard Fill-in Packers Low Downforce Front Fender Insert	As-Tested [IMSA]: Must run high downforce Side Wicker Option Only at all times	OPTION 1	As-Tested [IMSA]	30.0	Sprint As-Homologated [FIA]	11.0	Sprint As-Homologated [FIA]	STD	18.4	1200	5.0
Mazda	RT24-P	As-Tested [IMSA]: Removed Trimmed Lower Single Double	As-Tested [IMSA]: Splitter Inboard Fill-in Packers Lower Front Fender Packer	As-Tested [IMSA]: All Side Wicker / Bootscraper Options Splitter Outboard Shoes / Footplates	OPTION 1	As-Tested [IMSA]	10.0	As-Tested [IMSA]	Position 2	Sprint As-Homologated [FIA]	LDF	12.4	Removed	
Multimatic Riley	Riley MK30	All Options As-Homologated [FIA]			OPTION 1	As-Homologated [FIA]	65.0	Sprint As-Homologated [FIA]	Position 1	Sprint As-Homologated [FIA]	N/A	N/A	Full	As WEC Homologated on Riley
					OPTION 2	Removed								
Nissan	DPI	As-Tested [IMSA]: Removed MDF HDF	As-Tested [IMSA]: As-Tested [IMSA]	As-Tested [IMSA]: All Side Wicker Options	OPTION 1	As-Tested [IMSA]	5.8	Sprint As-Homologated [FIA]	7.3 (A3/MP1)	Sprint As-Homologated [FIA]	F1/LIM	N/A	N/A	
Onroak	Ligier JS P217	All Options As-Homologated [FIA]			OPTION 1	As-Homologated [FIA]	12.5	Sprint As-Homologated [FIA]	7.3 (A3/MP1)	Sprint As-Homologated [FIA]	F4/0	N/A	N/A	
					OPTION 2	Removed			8.3 (B2/MP3)					
ORECA	07	All Options As-Homologated [FIA]			OPTION 1	As-Homologated [FIA]	16.3	Sprint As-Homologated [FIA]	-1.4	Sprint As-Homologated [FIA]	N/A	30.1	Full	10.0

GTLM	Vehicles		Mass		Engine			Rear Wing		Fuel						Notes		
	Manufacturer		No Fuel/Driver (kg)		Restrictor (mm)			Boost Ratio	Maximum RPM	Min Angle (deg)	Gurney Minimum Height (mm)	Type	Minimum Lambda	Tank Capacity (L)			Refueling Restrictor (mm)	
			adj	current	qty.	adj.	current	current	current	current	current	λ	adj	current	adj		current	
Issued: 20180105 IWSC Roar Before the 24			Bulletin: TB 18-06			Date: 12/29/2017												
BMW	M8 GTE	0	1250				See Table	7000	2.0	5.0	E20	1.08	0.0	87.0	0.0	30.5	Aero specification pending FIA approval	
Corvette	C7R GTE	0	1240	2	0.0	30.6		6800	0.0	10.0	E20	0.88	0.0	90.0	0.0	32.5		
Ferrari	488 GTE	0	1265				See Table	7000	0.0	10.0	E20	1.10	0.0	87.0	0.0	29.5	Aero specification pending FIA approval	
Ford	GT GTE	0	1265				See Table	7200	2.0	15.0	E20	0.90	0.0	89.0	0.0	30.0		
Porsche	911 RSR GTE	0	1250	2	0.0	31.5		9500	1.0	10.0	E20	0.89	0.0	95.0	0.0	32.5		

BMW M8 GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.230
2500	1.440
3000	2.180
3500	2.180
4000	2.180
4500	2.170
5000	2.030
5250	1.950
5500	1.870
5750	1.800
6000	1.730
6500	1.670
6750	1.540
7000	1.400
7500	1.120
7600	1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.784
4000	1.784
4800	1.768
5000	1.764
5150	1.761
5300	1.759
5500	1.753
5700	1.742
5950	1.718
6050	1.701
6150	1.680
6300	1.646
6600	1.571
7000	1.473
7500	1.349
7600	1.000

Ford GT GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.528
4200	1.528
4900	1.527
5100	1.526
5300	1.522
5400	1.517
5500	1.510
5800	1.481
5950	1.460
6050	1.448
6150	1.437
6300	1.421
6600	1.392
7200	1.312
7700	1.251
7800	1.000

GTD Vehicles		Mass		Engine						Ride Height		Fuel						Notes
Manufacturer		No Fuel/Driver (kg)		Restrictor (mm)			Boost Ratio	Maximum RPM		Minimum Ground Clearance (mm)		Type	Minimum Lambda	Tank Capacity (L)		Refueling Restrictor (mm)		
		adj	current	qty.	adj	current		adj	current	adj	current		λ	adj	current	adj	current	
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Acura	NSX GT3	0	1300				See Table	0	7500	0	50.0	IMSA 100	0.85	0.0	100.0	0.0	32.5	
Aston Martin	V12 Vantage GT3	0	1290	2	0.0	41.5		0	7700	0	50.0	IMSA 100	0.90	0.0	108.0	0.0	35.5	
Audi	R8 LMS GT3	0	1320	2	0.0	40.0		0	8500	0	50.0	IMSA 100	0.91	0.0	94.0	0.0	30.0	
BMW	M6 GT3	0	1325				See Table	0	7250	0	50.0	IMSA 100	0.92	0.0	103.0	0.0	33.0	
Ferrari	488 GT3	0	1345				See Table	0	7500	0	50.0	IMSA 100	0.92	0.0	92.0	0.0	26.5	
Lamborghini	Huracan GT3	0	1300	2	0.0	39.0		0	8500	0	50.0	IMSA 100	0.91	0.0	95.0	0.0	28.0	
Lexus	RC F GT3	0	1340	2	0.0	38.0		0	7200	0	50.0	IMSA 100	0.86	0.0	100.0	0.0	31.5	
Mercedes	AMG GT3	0	1390	2	0.0	36.0		0	7500	0	50.0	IMSA 100	0.88	0.0	101.0	0.0	31.5	
Porsche	911 GT3 R	0	1285	2	0.0	40.0		0	9500	0	50.0	IMSA 100	0.88	0.0	91.0	0.0	25.5	

Acura NSX GT3

Engine Speed [rpm]	Boost Ratio
2000	1.765
4000	1.765
4500	1.768
5000	1.815
5500	1.880
6000	1.986
6200	2.015
6300	2.025
6400	2.028
6500	2.026
6600	2.021
6700	2.010
6800	1.993
7000	1.960
7500	1.900
7800	1.000

BMW M6 GT3

Engine Speed [rpm]	Boost Ratio
2000	1.595
3000	1.803
4000	1.960
4500	2.014
4750	2.034
5000	2.054
5250	2.023
5500	1.989
5750	1.933
6000	1.900
6250	1.860
6500	1.829
6750	1.741
7000	1.682
7250	1.608
7550	1.000

Ferrari 488 GT3

Engine Speed [rpm]	Boost Ratio
2000	1.424
4000	1.424
4500	1.479
4750	1.511
5000	1.548
5250	1.588
5500	1.627
5750	1.657
6000	1.666
6250	1.658
6500	1.624
6750	1.580
7000	1.539
7250	1.494
7500	1.453
7800	1.000