



IMSA TECHNICAL BULLETIN IWSC #18-20

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 6 April 2018

Re: 20180414 IWSC Long Beach (P, GTLM) and 20180506 Mid-Ohio (GTD) Balance of Performance Tables

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	Total Capacity (L)		Minimum Full Refueling Time (sec)
			adj	current				qty.	adj	current							current	current	
Issued: 20180414 IWSC Long Beach			Bulletin: TB 18-20			Date: 4/6/2018													
Acura	ARX-05	0	940	Acura	3.5	Turbo				See Table	7050	See Table	E20	0.83	-3.0	73.0	30.0		
Cadillac	DPI-V.R	0	950	Cadillac	5.5	NA	2	-0.6	31.0		7500	See Table	E20	0.92	-2.0	66.0	30.0		
Dallara	P217	0	930	Gibson	4.2	NA					8750		E20		0.0	75.0	30.0		
Mazda	RT24-P	+10	925	Mazda	2.0	Turbo				See Table	8600	See Table	E20	0.86	-7.0	73.0	30.0		
Multimatic Riley	Riley MK30	0	930	Gibson	4.2	NA					8750	See Table	E20		0.0	75.0	30.0		
Nissan	DPI	0	940	Nissan	3.8	Turbo				See Table	7100	See Table	E20	0.85	-3.0	77.0	30.0		
Onroak	Ligier JS P217	0	930	Gibson	4.2	NA					8750	See Table	E20		0.0	75.0	30.0		
ORECA	07	0	930	Gibson	4.2	NA					8750	See Table	E20		0.0	75.0	30.0		

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

Acura ARX-05

Engine Speed [rpm]	Boost Ratio
2000	1.395
3200	1.395
3600	1.528
4000	1.639
4400	1.681
4800	1.681
5200	1.681
5600	1.681
6000	1.681
6200	1.672
6400	1.657
6600	1.657
6800	1.633
7050	1.604
7550	1.544
7650	1.000

Mazda RT24-P

Engine Speed [rpm]	Boost Ratio
2000	2.400
5200	2.400
5800	2.400
6000	2.400
6250	2.400
6500	2.418
6900	2.490
7000	2.494
7150	2.495
7300	2.477
7500	2.438
7800	2.405
8100	2.377
8300	2.357
9100	2.137
9200	1.000

Nissan DPI

Engine Speed [rpm]	Boost Ratio
2000	1.548
4000	1.548
4200	1.601
4850	1.601
5200	1.635
5500	1.699
5800	1.753
6000	1.759
6200	1.746
6400	1.732
6700	1.718
6850	1.718
6950	1.727
7100	1.727
7600	1.565
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									
20180414 WSC Long Beach		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	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]	28.0	Per Technical Credential [IMSA]	-0.2	Sprint As-Homologated [FIA]	N/A	31.7	1800	10.0
		Removed Single Double	Per Technical Credential [IMSA]	Acura Side Wicker All Front Fender Wicker Options										
Cadillac	DPI-V.R	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	30.0	Sprint As-Homologated [FIA]	17.0	Sprint As-Homologated [FIA]	ROTATED	28.8	1800	5.0
		Removed LDF Single Single Double	Splitter Outboard Fill-in Packers Low Downforce Front Fender Insert	All Side Wicker Options All Front Fender Wicker Options										
Mazda	RT24-P	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	65.0	Per Technical Credential [IMSA]	Position 5	Sprint As-Homologated [FIA]	HDF	N/A	1800	17.0
		Removed Trimmed Lower Single Double	Splitter Inboard Fill-in Packers Lower Front Fender Packer	All Side Wicker / Bootscraper / Front Fender Wicker Options Splitter Outboard Shoes / Footplates										
Multimatic Riley	Riley MK30	All Options As-Homologated [FIA]			All Options As-Homologated [FIA]									
Nissan	DPI	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	40.0	Sprint As-Homologated [FIA]	14.3 (A2/MP2)	Sprint As-Homologated [FIA]	F2/LIM	N/A	N/A	N/A
		Removed MDF HDF	Splitter extension	All Side Wicker Options All Front Fender Wicker Options										
Onroak	Ligier JS P217	All Options As-Homologated [FIA]			All Options As-Homologated [FIA]									
ORECA	07	All Options As-Homologated [FIA]			All Options As-Homologated [FIA]									

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	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current	qty.	adj.	current	current	current	current	current		λ	adj	current		
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BMW	M8 GTE	0	1220				See Table	7000	N/A	5.0	E20	1.08	-4.0	93.0	34.0	
Corvette	C7R GTE	0	1240	2	0.0	30.6		6800	N/A	10.0	E20	0.88	0.0	91.0	34.0	
Ferrari	488 GTE	0	1265				See Table	7000	N/A	10.0	E20	1.10	0.0	87.0	34.0	
Ford	GT GTE	0	1265				See Table	7200	N/A	15.0	E20	0.90	0.0	89.0	34.0	
Porsche	911 RSR GTE	0	1250	2	0.0	31.5		9500	N/A	10.0	E20	0.89	0.0	96.0	34.0	

BMW M8 GTE

Engine Speed [rpm]	Boost Ratio
2000	1.230
2500	1.410
3000	1.970
3500	2.220
4000	2.220
4500	2.240
5000	2.120
5250	2.044
5500	1.969
5750	1.904
6000	1.838
6500	1.778
6750	1.657
7000	1.517
7500	1.260
7600	1.000

Ferrari 488 GTE

Engine Speed [rpm]	Boost Ratio
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 [rpm]	Boost Ratio
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	Total Capacity (L)		Minimum Full Refueling Time (sec)		
		adj	current	qty.	adj	current		adj	current	adj	current		λ	adj	current			
Issued: 20180506 IWSC Mid-Ohio				Bulletin: TB 18-20			Date: 4/6/2018											
Acura	NSX GT3	0	1310				See Table	0	7500	0	50.0	IMSA 100	0.85	0.0	107.0	40.0		
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	40.0		
Audi	R8 LMS GT3	0	1320	2	0.0	39.0		0	8500	0	50.0	IMSA 100	0.91	0.0	94.0	40.0		
BMW	M6 GT3	-20	1305				See Table	0	7250	0	50.0	IMSA 100	0.92	-2.0	106.0	40.0		
Ferrari	488 GT3	0	1345				See Table	0	7500	0	50.0	IMSA 100	0.92	0.0	92.0	40.0		
Lamborghini	Huracan GT3	0	1300	2	0.0	39.0		0	8500	0	50.0	IMSA 100	0.91	0.0	95.0	40.0		
Lexus	RC F GT3	0	1340	2	0.0	39.0		0	7200	0	50.0	IMSA 100	0.86	0.0	99.0	40.0		
Mercedes	AMG GT3	0	1390	2	0.0	36.0		0	7500	0	55.0	IMSA 100	0.88	0.0	101.0	40.0		
Porsche	911 GT3 R	0	1285	2	0.0	40.0		0	9500	0	50.0	IMSA 100	0.88	0.0	91.0	40.0		

Acura NSX GT3

Engine Speed	Boost Ratio
[rpm]	
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	Boost Ratio
[rpm]	
2000	1.627
3000	1.839
4000	2.000
4500	2.054
4750	2.075
5000	2.095
5250	2.063
5500	2.029
5750	1.971
6000	1.938
6250	1.897
6500	1.866
6750	1.776
7000	1.715
7250	1.640
7550	1.000

Ferrari 488 GT3

Engine Speed	Boost Ratio
[rpm]	
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