

## IMSA TECHNICAL BULLETIN IWSC #18-26

To: All IMSA WeatherTech SportsCar Championship Competitors  
From: IMSA Competition  
Date: 25 May 2018  
Re: 20180525 IWSC Belle Isle (P, GTD) and 20180701 Watkins Glen (GTLM) Balance of Performance Tables

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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.

**While there are no changes to the Balance of Performance specifications for the Prototype class, IMSA is issuing an update of the tables providing additional detailed clarifications of the permitted Prototype Aerodynamic Configurations:**

- DPi Tail Wicker are now listed to show permitted options within the current DPi homologations rather than solely maximum height
- DPi Rear Wing Assembly Maximum Angles are defined for all cars in place of position limitations
- DPi Rear Wing Flap Maximum Angles are defined for all cars in place of position limitations
- DPi Rear Wing Flap Wickers are now listed to show permitted options within the current DPi homologations instead of maximum span and height
- Acura DPi Rear Wing Assembly angle was previously defined as Maximum Mainplane Angle and is now the true Maximum Assembly Angle
- Nissan DPi was corrected from 'All Front Fender Wicker Options' to a single 'Front Fender Wicker Option' to reflect the DPi homologation

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: 20180525 IWSC Belle Isle			Bulletin: TB 18-26			Date: 5/25/2018												
Acura	ARX-05	0	940	Acura	3.5	Turbo				See Table	7050	See Table	E20	0.83	0.0	71.0	30.0	
Cadillac	DPI-V.R	0	950	Cadillac	5.5	NA	2	0.0	30.4		7500	See Table	E20	0.92	0.0	64.0	30.0	
Dallara	P217	0	930	Gibson	4.2	NA					8750		E20		0.0	75.0	30.0	
Mazda	RT24-P	0	925	Mazda	2.0	Turbo				See Table	8600	See Table	E20	0.86	0.0	71.0	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	0.0	75.0	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	
	adj	current
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		1.662
6400		1.638
6600		1.629
6800		1.596
7050		1.555
7550		1.490
7650		1.000

Mazda RT24-P

Engine Speed [rpm]	Boost Ratio	
	adj	current
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		2.469
7500		2.426
7800		2.382
8100		2.303
8300		2.233
9100		1.998
9200		1.000

Nissan DPI

Engine Speed [rpm]	Boost Ratio	
	adj	current
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		1.737
6400		1.713
6700		1.685
6850		1.678
6950		1.683
7100		1.675
7600		1.510
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							
20180525 IWSC Belle Isle		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	Permitted Options	Type	Maximum Angle	Type	Position	Maximum Angle	Permitted Options	
						mm	mm		degrees		degrees	Span	Height	
													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
		Removed Single Double	Per Technical Credential [IMSA]	Acura Side Wicker All Front Fender Wicker Options			16.3 Per Template 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]	17.0	Sprint As-Homologated [FIA]	Rolated	28.8	1200	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			8.0 30.0						1800	5.0
Mazda	RT24-P	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	Removed	Per Technical Credential [IMSA]	14.7 (Position 5)	Sprint As-Homologated [FIA]	HDF	26.2	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			20.0 65.0							
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]	Removed	Sprint As-Homologated [FIA]	15.8 (A2/MP2)	Sprint As-Homologated [FIA]	F2/LIM	36.1	None	
		Removed MDF HDF	Splitter extension	All Side Wicker Options Front Fender Wicker Option			12.5 40.0							
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		
Issued: 20180701 IWSC Watkins Glen				Bulletin: TB 18-26			Date: 5/25/2018									
BMW	M8 GTE	0	1220				See Table	7000	N/A	5.0	E20	1.08	-4.0	89.0	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	
	adj	current
2000		1.230
2500		1.410
3000		1.970
3500	-0.040	2.180
4000	-0.040	2.180
4500	-0.070	2.170
5000	-0.090	2.030
5250	-0.094	1.950
5500	-0.099	1.870
5750	-0.104	1.800
6000	-0.108	1.730
6500	-0.108	1.670
6750	-0.117	1.540
7000	-0.117	1.400
7500	-0.140	1.120
7600		1.000

Ferrari 488 GTE

Engine Speed [rpm]	Boost Ratio	
	adj	current
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	
	adj	current
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		
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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	0	1305				See Table	0	7250	0	50.0	IMSA 100	0.92	0.0	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	+25	1365	2	0.0	39.0		0	7200	0	50.0	IMSA 100	0.86	0.0	99.0	40.0	
Mercedes	AMG GT3	-10	1380	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	
	adj	current
[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	
	adj	current
[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	
	adj	current
[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