



## IMSA TECHNICAL BULLETIN IWSC #18-45

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 30 August 2018

Re: 20180909 WRLS 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.

P	Vehicles		Mass		Engine					Aero		Fuel				Notes		
	Manufacturer	Model	No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor Diameter (mm)			Boost Ratio	Maximum RPM	Configuration	Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)
			adj	current				qty.	adj	current						current	current	
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Acura	ARX-05	0	940	Acura	3.5	Turbo				See Table	7050	See Table	E20	0.83	+2.0	73.0	30.0	
Cadillac	DPI-V.R	0	950	Cadillac	5.5	NA	2		31.6		7500	See Table	E20	0.92	+2.0	70.0	30.0	
Dallara	P217	+10	940	Gibson	4.2	NA					8750		E20		-3.0	72.0	30.0	
Mazda	RT24-P	-10	905	Mazda	2.0	Turbo				See Table	8600	See Table	E20	0.86	+2.0	80.0	30.0	
Multimatic Riley	Riley MK30	+10	940	Gibson	4.2	NA					8750	See Table	E20		-3.0	72.0	30.0	
Nissan	DPI	0	940	Nissan	3.8	Turbo				See Table	7100	See Table	E20	0.85	+2.0	82.0	30.0	
Onroak	Ligier JS P217	+10	940	Gibson	4.2	NA					8750	See Table	E20		-3.0	72.0	30.0	
ORECA	07	+10	940	Gibson	4.2	NA					8750	See Table	E20		-3.0	72.0	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		2.500
5200		2.500
5800		2.500
6000		2.500
6250		2.500
6500		2.519
6900		2.594
7000		2.598
7150		2.599
7300		2.580
7500		2.540
7800		2.505
8100		2.476
8300		2.455
9100		2.226
9200		1.000

Nissan DPI

Engine Speed [rpm]	Boost Ratio	
	adj	current
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									
20180909 IWSC WRLS		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
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]	Rotated	28.8	1200	5.0
		Removed LDF 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]									

GTD Vehicles		Mass		Engine					Ride Height		Fuel				Notes			
Manufacturer		No Fuel/Driver (kg)		Restrictor Diameter (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	1320				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	40.0		0	8500	0	50.0	IMSA 100	0.91	0.0	96.0	40.0		
BMW	M6 GT3	0	1305				See Table	0	7250	0	50.0	IMSA 100	0.92	0.0	104.0	40.0		
Ferrari	488 GT3	0	1345				See Table	0	7500	0	50.0	IMSA 100	0.92	+2.0	94.0	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	1380	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	43.0		0	9500	0	50.0	IMSA 100	0.88	0.0	92.0	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	0.028	1.424
4000	0.028	1.424
4500	0.030	1.479
4750	0.030	1.511
5000	0.031	1.548
5250	0.032	1.588
5500	0.033	1.627
5750	0.033	1.657
6000	0.033	1.666
6250	0.033	1.658
6500	0.032	1.624
6750	0.032	1.580
7000	0.031	1.539
7250	0.030	1.494
7500	0.029	1.453
7800		1.000