



## IMSA TECHNICAL BULLETIN IWSC #18-33 REVISION 1

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 4 July 2018

Re: 20180704 CTMP 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.

In accordance with Attachment 2, Art 2.4.5, these changes are applied immediately due to events on consecutive weekends.

REVISION 1 contains updates on Mazda RT24-P DPi Boost Ratio and Fuel Capacity

P Vehicles		Mass		Engine						Aero		Fuel				Notes		
Manufacturer		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: 20180708 IWSC CTMP				Bulletin: TB 18-33			Date: 7/4/2018											
Acura	ARX-05	0	940	Acura	3.5	Turbo				See Table	7050	See Table	E20	0.83	0.0	69.0	30.0	
Cadillac	DPI-V.R	0	950	Cadillac	5.5	NA	2	+0.3	30.7		7500	See Table	E20	0.92	+2.0	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	+3.0	74.0	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	+1.0	76.0	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	Boost Ratio	
	adj	current
[rpm]		
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	Boost Ratio	
	adj	current
[rpm]		
2000		2.400
5200		2.400
5800		2.400
6000		2.400
6250		2.400
6500	0.024	2.442
6900	0.050	2.540
7000	0.050	2.544
7150	0.050	2.545
7300	0.062	2.531
7500	0.073	2.499
7800	0.071	2.453
8100	0.069	2.372
8300	0.033	2.266
9100	0.020	2.018
9200		1.000

Nissan DPI

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
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	0.005	1.741
6400	0.009	1.723
6700	0.016	1.702
6850	0.020	1.698
6950	0.022	1.705
7100	0.026	1.701
7600	0.027	1.537
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							
20180708 IWSC CTMP		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]	Rotated	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: 20180708 IWSC CTMP				Bulletin: TB 18-33			Date: 7/4/2018									
BMW	M8 GTE	0	1220				See Table	7000	N/A	5.0	E20	1.08	+2.0	91.0	34.0	
Corvette	C7R GTE	0	1240	2	+0.9	31.5		6800	N/A	10.0	E20	0.88	+1.0	92.0	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	0.020	2.200
4000	0.020	2.200
4500	0.035	2.205
5000	0.045	2.075
5250	0.047	1.997
5500	0.049	1.919
5750	0.052	1.852
6000	0.054	1.784
6500	0.054	1.724
6750	0.059	1.599
7000	0.058	1.458
7500	0.070	1.190
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	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	+1.0	40.0		0	8500	0	50.0	IMSA 100	0.91	+2.0	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	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	1365	2	0.0	39.0		0	7200	0	50.0	IMSA 100	0.86	0.0	99.0	40.0		
Mercedes	AMG GT3	0	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	+3.0	43.0		0	9500	0	50.0	IMSA 100	0.88	+1.0	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		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