



IMSA TECHNICAL BULLETIN IWSC #21-13

To: All IMSA WeatherTech SportsCar Competitors
From: IMSA Competition
Date: March 10, 2021
Re: Sebring Balance of Performance Tables

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar SSR, the following road-course Balance of Performance values are set for the indicated Car Models. The column listed as current is the current specification after any adjustment is applied and thus the required specification for the Event. These decisions come into immediate effect and are applicable until further notice.





DPI	Vehicles	Mass		Engine						Aero	Fuel				Notes		
Manufacturer		Minimum No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM	Configuration	Type	Declared Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)
		adj	current				qty.	adj	current						adj	current	
Issued:	IWSC Sebring 12h	Bulletin: TB 21-13			Date: 3/10/2021												
Acura	ARX-05		930	Acura	3.5	Turbo				7050	See Table	E20	0.89		79.0	30.0	
Cadillac	DPI-V.R		945	Cadillac	5.5	NA	2		32.2	7600	See Table	E20	0.90		72.0	30.0	
Mazda	RT24-P		910	Mazda	2.0	Turbo				9300	See Table	E20	0.85		83.0	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		1.732
5200		1.740
5600		1.749
6000		1.749
6200		1.739
6400		1.724
6600		1.724
6800		1.699
7050		1.668
7550		1.606
7650		1.000

Mazda RT24-P

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		2.040
5250		2.349
5750		2.366
6500		2.476
6750		2.484
7000		2.486
7250		2.489
7500		2.460
7750		2.405
8000		2.322
8250		2.261
8500		2.199
8750		2.162
9000		2.200
9800		2.000
9900		1.000





DPI		FRONT AERODYNAMIC CONFIGURATIONS			REAR AERODYNAMIC CONFIGURATIONS									
DPI 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									
IWSC Sebring		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	Maximum 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]	Removed	Per Technical Credential [IMSA]	12.4	Sprint As-Homologated [FIA]	N/A	31.7	1800	10.0
		Lower	As-Tested [IMSA]	Acura Side Wicker			16.3 Per Template							
		Double		All Front Fender Wicker Options			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]	15.0	Sprint As-Homologated [FIA]	Rotated	26.8	1200	5.0
		2019 HDF Lower	Splitter Outboard Fill-in Packers	Cadillac Side Wicker			8.0							
		2020 HDF Lower												
		Double	Front Wheel Arch Packer + Lateral Wicker	Must run Hood Opening at all times			30.0							
			Must run STD Front Fender Insert at all times	10mm Front Fender Wicker										
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]	16.1 (Position 4)	Sprint As-Homologated [FIA]	2019 Opt 1	28.4	1800	10.0
		2019 Lower Opt 1	Splitter Inboard Fill-in Packers	Mazda Side Wicker										
		2019 Lower Opt 2		Splitter Outboard Shoes / Footplates 2019 Footplate Update										
		Double	Lower Front Fender Packer	Splitter foot vane			20.0							
		Front wheel arch side GF												



LMP2	Vehicles		Mass		Engine			Aero	Fuel			Notes
	Constructor		Minimum No Fuel/Driver (kg)		Make	Volume (L)	Maximum RPM	Configuration	Type	Total Capacity (L)		Minimum Full Refueling Time (sec)
			adj	current						adj	current	
	Issued:	IWSC Sebring			Bulletin:	TB 21-13		Date:	3/10/2021			
	Dallara	P217		940	Gibson	4.2	8700	See Table	E20		75.0	34.0
	Ligier Automotive	Ligier JS P217		940	Gibson	4.2	8700	See Table	E20		75.0	34.0
	ORECA	07		940	Gibson	4.2	8700	See Table	E20		75.0	34.0

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





LMP2		FRONT AERODYNAMIC CONFIGURATIONS			REAR AERODYNAMIC CONFIGURATIONS									
LMP2 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									
IWSC Sebring		Dive Planes	Packers / Inserts	Other	Option	Tail Wicker		Rear Wing Assembly		Rear Wing Flap			Rear Wing Flap Wicker	
Constructor		Permitted Options	Permitted Configurations	Permitted Options		Type	Maximum Height	Type	Maximum Angle / Position	Type	Position	Maximum Angle	Span	Maximum Height
						mm	mm		degrees			degrees	mm	mm
Dallara	P217	As-Homologated [FIA]: Lower Double	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	Per Technical Credential [IMSA]	8.0	Per Technical Credential [IMSA]	16.0	Sprint As-Homologated [FIA]	STD	23.4	1200	5.0
Multimatic Riley	Riley MK30	As-Homologated [FIA]: Lower Double	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	65.0	Sprint As-Homologated [FIA]	10.2 (Position 2)	Sprint As-Homologated [FIA]	HDF	21.7	1800	17.0
Ligier Automotive	Ligier JS P217	As-Homologated [FIA]: MDF HDF	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	12.5	Sprint As-Homologated [FIA]	15.3 (A1/MP1)	Sprint As-Homologated [FIA]	F4/0	N/A	N/A	
ORECA	07	As-Homologated [FIA]: Lower Double	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	16.3	Sprint As-Homologated [FIA]	13.6 (Position 1)	Sprint As-Homologated [FIA]	N/A	33.5	Full	10.0





GTLM		Vehicles	Mass	Engine				Ride Height	Rear Wing		Fuel				Notes	
Manufacturer		Minimum No Fuel/Driver (kg)		Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM	Minimum Ground Clearance (mm)	Min Angle (deg)	Gurney Minimum Height (mm)	Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)
		adj	current	qty.	adj.	current	adj	current	current	current	current		λ	adj	current	
Issued:		IWSC Sebring		Bulletin: TB 21-13			Date: 3/10/2021									
BMW	M8 GTE		1230					7000	50.0	N/A	5.0	E20	1.08		90.0	34.0
Corvette	C8R GTE		1280	1		44.3		7400	50.0	N/A	15.0	E20	0.88		98.0	34.0
Porsche	911 RSR GTE		1305	2		32.2		9400	50.0	N/A	Integrated	E20	0.89		102.0	34.0

BMW M8
GTE

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.230
2500		1.450
3000		1.970
3500		2.220
4000		2.230
4500		2.240
5000		2.110
5250		2.035
5500		1.960
5750		1.895
6000		1.830
6500		1.770
6750		1.640
7000		1.510
7500		1.255
7600		1.000





GTD		Vehicles		Mass		Engine				Ride Height		Fuel				Notes	
Manufacturer		Minimum No Fuel/Driver (kg)		Restrictor Diameter (mm)		Average Power Delta (kW)		Maximum RPM		Minimum Ground Clearance (mm)		Type	Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current	qty.	adj	current	adj	adj	current	adj	current		λ	adj	current		
Issued:		IWSC Sebring		Bulletin: TB #21-13		Date: 3/10/2020											
Acura	NSX GT3		1335						7500		50.0	IMSA 100	0.88		108.0	40.0	
Aston Martin	Vantage AMR GT3		1270						7200		50.0	IMSA 100	0.91		106.0	40.0	
Audi	R8 LMS GT3		1310	2		40.0			8500		50.0	IMSA 100	0.91		102.0	40.0	
BMW	M6 GT3		1325						7250		50.0	IMSA 100	0.92		110.0	40.0	
Ferrari	488 GT3		1325						7500		50.0	IMSA 100	0.90		101.0	40.0	
Lamborghini	Huracan GT3		1340	2		39.0			8500		50.0	IMSA 100	0.89		105.0	40.0	
Lexus	RC F GT3		1375	2		36.0			7200		50.0	IMSA 100	0.86		102.0	40.0	
Mercedes	AMG GT3		1380	2		34.5			7700		50.0	IMSA 100	0.90		106.0	40.0	
Porsche	911 GT3 R		1300	2		38.0			9500		50.0	IMSA 100	0.88		97.0	40.0	





Acura NSX
GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.738
4000		1.738
4500		1.741
5000		1.788
5500		1.852
6000		1.906
6200		1.933
6300		1.943
6400		1.946
6500		1.944
6600		1.939
6700		1.929
6800		1.913
7000		1.881
7500		1.824
7800		1.000

Aston Martin AMR GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.548
4000		1.548
4250		1.588
4500		1.628
4750		1.678
5000		1.728
5250		1.764
5500		1.799
5750		1.839
6000		1.839
6250		1.839
6500		1.839
6750		1.809
7000		1.789
7200		1.789
7500		1.000

BMW M6
GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.551
3000		1.753
4000		1.877
4500		1.922
4750		1.960
5000		1.967
5250		1.947
5500		1.913
5750		1.855
6000		1.819
6250		1.785
6500		1.751
6750		1.670
7000		1.535
7250		1.464
7550		1.000

Ferrari 488
GT3

Engine Speed	Boost Ratio	
	adj	current
[rpm]		
2000		1.456
4000		1.456
4500		1.496
4750		1.521
5000		1.546
5250		1.565
5500		1.583
5750		1.584
6000		1.584
6250		1.574
6500		1.563
6750		1.540
7000		1.517
7250		1.473
7500		1.430
7800		1.000

