IMSA TECHNICAL BULLETIN IWSC #20-08

One Daytona Blvd.
Daytona Beach, FL
32114
+1 (386) 310-6500

To: All IMSA WeatherTech SportsCar Competitors
From: IMSA Competition
Date: January 16, 2020
Re: Rolex 24 at Daytona Balance of Performance Tables

In accordance with Attachment 2 of the IMSA WeatherTech SportsCar SSR, the following adjustments are made to the indicated cars. 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.

These BoP Tables and listed changes are based upon Daytona 2019 data, 2020 ROAR Data, Manufacturer submitted data, Manufacturer agreed upon lap time sensitivities for mass and power, and IMSA's data analysis.

Adjustments listed are relative to the Daytona BoP included in IWSC TB #20-05.

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			λ	adj	current		
Issued For: IWSC Rolex 24					Bulletin: TB 20-08			Date: 1/16/2020											
	Acura	ARX-05		930	Acura	3.5	Turbo				-5.00	7050	See Table	E20	0.89	+1.0	79.0	30.0	
	Cadillac	DPi-V.R	-10	940	Cadillac	5.5	NA	2		32.2		7600	See Table	E20	0.90	+2.0	75.0	30.0	
	Mazda	RT24-P		910	Mazda	2.0	Turbo					9300	See Table	E20	0.85	+2.0	82.0	30.0	

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

Acura ARX-05

Engine Speed	Boost Ratio	
[rpm]	adj	current
2000		1.467
3200		1.467
3600		1.608
4000		1.725
4400		1.769
4800		1.769
5200		1.769
5600		1.787
6000	-0.021	1.783
6200	-0.021	1.776
6400	-0.021	1.758
6600	-0.021	1.758
6800	-0.020	1.773
7050	-0.020	1.701
7550	-0.019	1.637
7650		1.000

Mazda RT24-P

Engine Speed	Boost Ratio	
[rpm]	adj	current
2000		2.040
5250		2.349
5750		2.366
6500		2.476
6750		2.484
7000		2.486
7250		2.489
7500		2.526
7750		2.581
8000		2.492
8250		2.428
8500		2.362
8750		2.322
9000		2.363
9800		2.000
9900		1.000

DPi

DPi 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								
IWSC Rolex 24		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	Minimum Height	Type	Minimum Angle / Position	Type	Position	Minimum Angle	Span	Minimum Height
						mm	mm		degrees			degrees	mm	mm
Acura	ARX-05	**Per Technical Credential [IMSA]:** Removed Single Double	**Per Technical Credential [IMSA]:** As-Tested [IMSA]	**Per Technical Credential [IMSA]:** Acura Side Wicker	OPTION 1	Per Technical Credential [IMSA] [IMSA]	16.0	Per Technical Credential [IMSA] [IMSA]	10.0	Sprint As-Homologated [FIA]	N/A	28.7	Removed	
Cadillac	DPi-V.R	**Per Technical Credential [IMSA]:** Removed LDF Single Single Double	**Per Technical Credential [IMSA]:** Splitter Outboard Fill-in Packers Low Downforce Front Fender Insert	**Per Technical Credential [IMSA]:** Must run high downforce Side Wicker Option Only at all times All Front Fender Wicker Options	OPTION 1	Per Technical Credential [IMSA] [IMSA]	30.0	Sprint As-Homologated [FIA]	11.0	Sprint As-Homologated [FIA]	STD	18.4	1200	5.0
Mazda	RT24-P	**Per Technical Credential [IMSA]:** Removed Trimmed Lower Single 2019 Lower Opt 1 Double	**Per Technical Credential [IMSA]:** Splitter Inboard Fill-in Packers Nose Box Inlet Blanking Panel Lower Front Fender Packer	**Per Technical Credential [IMSA]:** All Side Wicker / Bootscraper Options Splitter Outboard Shoes / Footplates 2019 Footplate Update Rear Wheel Arch Splitter foot vane Front wheel arch side GF	OPTION 1	Per Technical Credential [IMSA] [IMSA]	20.0	Per Technical Credential [IMSA] [IMSA]	11.7 (Position 3)	Sprint As-Homologated [FIA]	HDF	23.2	Removed	

DPi

DPi AERODYNAMIC CONFIGURATIONS		REAR AERODYNAMIC CONFIGURATIONS										
		Optional Rear Aerodynamic Configurations Must be Used as a Complete Package; Mixing of Parts/Components is Forbidden										
IWSC Rolex 24		Option	Tail Wicker		Rear Wing Assembly		Rear Wing Flap			Rear Wing Flap Wicker		
Manufacturer			Type	Maximum Permitted Option	Type	Maximum Angle / Position	Type	Position	Maximum Angle	Maximum Permitted Option		
										Span	Height	
			mm	mm		degrees			degrees	mm	mm	
Acura	ARX-05	OPTION 1	Per Technical Credential [IMSA]	28.3 Per Template	Per Technical Credential [IMSA] [IMSA]	12.4	Sprint As-Homologated [FIA]	N/A	31.9	1800	10.0	
Cadillac	DPi-V.R	OPTION 1	Per Technical Credential [IMSA]	30.0	Sprint As-Homologated [FIA]	17.0	Sprint As-Homologated [FIA]	Rotated	28.8	1800	5.0	
Mazda	RT24-P	OPTION 1	Per Technical Credential [IMSA]	20.0	Per Technical Credential [IMSA]	16.1 (Position 4)	Sprint As-Homologated [FIA]	2019 Opt 1	28.4	1800	10.0	

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			current			adj current		
	Issued For: IWSC Rolex 24				Bulletin: TB 20-08			Date: 1/16/2020				
	Dallara	P217		940	Gibson	4.2	8250		E20	75.0	34.0	
	Multimatic Riley	Riley MK30		940	Gibson	4.2	8250	See Table	E20	75.0	34.0	
	Ligier Automotive	Ligier JS P217		940	Gibson	4.2	8250	See Table	E20	75.0	34.0	
	ORECA	07		940	Gibson	4.2	8250	See Table	E20	75.0	34.0	

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

LMP2	LMP2 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										
	IMSC Rolex 24		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	Minimum Height	Option	Type	Minimum Angle / Position	Type	Position	Minimum Angle	Span	Minimum Height
							mm	mm			degrees			degrees	mm	mm
	Multimatic Riley	Riley MK30	**As-Homologated [FIA]:** Removed	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	65.0	OPTION 1	Sprint As-Homologated [FIA]	8.7 (Position 1)	Sprint As-Homologated [FIA]	HDF	20.2	1800	17.0
									OPTION 2	Sprint As-Homologated [FIA]	11.7 (Position 3)	Sprint As-Homologated [FIA]	HDF	23.2	Removed	
	Ligier Automotive	Ligier JS P217	**As-Homologated [FIA]:** HDF	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	12.5	OPTION 1	Sprint As-Homologated [FIA]	14.3 (A2/MP2)	Sprint As-Homologated [FIA]	F4/0	N/A	N/A	
									OPTION 2	Sprint As-Homologated [FIA]	15.3 (A1/MP1)					
	ORECA	07	**As-Homologated [FIA]:** Double	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	16.3	OPTION 1	Sprint As-Homologated [FIA]	13.6	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 For: IWSC Rolex 24				Bulletin: TB 20-08			Date: 1/16/2020										
	BMW	M8 GTE		1220					7000	50.0	2.00	5.0	E20	1.08		90.0	34.0	
	Corvette	C8.R GTE		1260	1	+0.3	44.3	+3.1	7400	50.0	2.25	15.0	E20	0.88	+5.0	94.0	34.0	
	Ferrari	488 GTE		1270				-4.0	7000	50.0	+4.00	10.0	E20	1.10	-1.0	87.0	34.0	
	Porsche	911 RSR GTE	+10	1280	2		31.5		9400	50.0	1.20	Integrated	E20	0.89	+7.0	93.0	34.0	

BMW M8 GTE

Engine Speed	Boost Ratio	
[rpm]	adj	current
2000		1.230
2500		1.450
3000		2.210
3500		2.220
4000		2.230
4500		2.240
5000		2.148
5250		2.072
5500		1.995
5750		1.929
6000		1.863
6500		1.802
6750		1.680
7000		1.537
7500		1.252
7600		1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio	
[rpm]	adj	current
2000	-0.017	1.784
4000	-0.017	1.784
4800	-0.017	1.768
5000	-0.017	1.764
5300	-0.017	1.759
5500	-0.017	1.753
5700	-0.017	1.742
5950	-0.017	1.718
6050	-0.016	1.701
6150	-0.016	1.680
6300	-0.016	1.646
6600	-0.016	1.571
7000	-0.014	1.473
7500	-0.013	1.349
7600		1.000
10000		1.000

GTD	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)	Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
			adj	current	qty.	adj	current	adj	adj	current	adj	current			λ	adj	current		
	Issued For: IWSC Rolex 24				Bulletin: TB 20-08			Date: 1/16/2020											
	Acura	NSX GT3	+25	1325				-5.6		7500		50.0		IMSA 100	0.88	-2.0	102.0	40.0	
	Aston Martin	Vantage AMR GT3		1310						7200		50.0		IMSA 100	0.91	-4.0	100.0	40.0	
	Audi	R8 LMS GT3	-10	1300	2		39.0			8500		50.0		IMSA 100	0.91		96.0	40.0	
	BMW	M6 GT3		1290				-10.0		7250		50.0		IMSA 100	0.92	-3.0	102.0	40.0	
	Ferrari	488 GT3		1295				-3.0		7500		50.0		IMSA 100	0.90	-1.0	92.0	40.0	
	Lamborghini	Huracan GT3		1305	2		38.0			8500		50.0	+4.00	IMSA 100	0.89		97.0	40.0	
	Lexus	RC F GT3		1340	2		38.0			7200		50.0		IMSA 100	0.86		100.0	40.0	
	Mercedes	AMG GT3		1340	2		34.5			7700		50.0		IMSA 100	0.88		101.0	40.0	
	Porsche	911 GT3 R		1275	2		38.0			9500		50.0		IMSA 100	0.88		93.0	40.0	

Acura NSX GT3

Engine Speed	Boost Ratio	
[rpm]	adj	current
2000	-0.044	1.677
4000	-0.044	1.677
4500	-0.044	1.680
5000	-0.046	1.724
5500	-0.038	1.786
6000	-0.030	1.887
6200	-0.031	1.914
6300	-0.031	1.924
6400	-0.031	1.927
6500	-0.031	1.925
6600	-0.031	1.920
6700	-0.031	1.909
6800	-0.030	1.894
7000	-0.030	1.862
7500	-0.029	1.805
7800		1.000

Aston Martin Vantage AMR GT3

Engine Speed	Boost Ratio	
[rpm]	adj	current
2000		1.510
4000		1.510
4250		1.549
4500		1.588
4750		1.637
5000		1.686
5250		1.721
5500		1.755
5750		1.794
6000		1.794
6250		1.794
6500		1.794
6750		1.765
7000		1.745
7200		1.745
7500		1.000

BMW M6 GT3

Engine Speed	Boost Ratio	
[rpm]	adj	current
2000	-0.041	1.586
3000	-0.046	1.793
4000	-0.049	1.920
4500	-0.050	1.966
4750	-0.051	2.005
5000	-0.052	2.011
5250	-0.051	1.991
5500	-0.050	1.956
5750	-0.049	1.897
6000	-0.048	1.860
6250	-0.047	1.825
6500	-0.046	1.791
6750	-0.044	1.708
7000	-0.040	1.570
7250	-0.038	1.497
7550		1.000

Ferrari 488 GT3

Engine Speed	Boost Ratio	
[rpm]	adj	current
2000	-0.012	1.444
4000	-0.012	1.444
4500	-0.013	1.483
4750	-0.013	1.508
5000	-0.013	1.533
5250	-0.013	1.552
5500	-0.013	1.570
5750	-0.014	1.570
6000	-0.014	1.570
6250	-0.014	1.560
6500	-0.013	1.550
6750	-0.013	1.527
7000	-0.013	1.504
7250	-0.012	1.461
7500	-0.012	1.418
7800		1.000