

IMSA TECHNICAL BULLETIN IWSC #22-17

To: All IMSA WeatherTech SportsCar Competitors
From: IMSA Competition
Date: March 31, 2022
Re: IMSA Acura Grand Prix of Long Beach BoP Tables

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship 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 | Model | 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 | |
| | Acura | ARX-05 | -10 | 920 | Acura | 3.5 | Turbo | | | | | 7050 | See Table | E20 | 0.89 | | 78.0 | 30.0 |
| | Cadillac | DPI-V.R | | 945 | Cadillac | 5.5 | NA | 2 | | 32.2 | | 7600 | See Table | E20 | 0.90 | | 71.5 | 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 | | 1.732 |
| 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 |



Technical Bulletin

| 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 | | | | | | | | |
| Manufacturer | | Dive Planes | Packers / Inserts | Other | Option | Tail Wicker | | Rear Wing Assembly | | Rear Wing Flap | | | Rear Wing Flap Wicker | |
| Permitted Options | | 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 | | | | | | | |
| | | Double | | All Front Fender Wicker Options | | | Per Template 28.3 | | | | | | | |
| 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 | 10mm Front Fender Wicker | | | 30.0 | | | | | | | |
| | | | Must run STD Front Fender Insert at all times | Must run Bib Extension at all times | | | | | | | | | | |



Technical Bulletin

| GTD GTD PRO | | 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 | | | |
| Acura | NSX GT3 | | 1305 | | | | +6.2 | | 7500 | | 50.0 | IMSA 100 | 0.88 | +2.0 | 109.0 | 40.0 | EVO II | |
| Aston Martin | Vantage AMR GT3 | | 1270 | | | | | | 7200 | | 50.0 | IMSA 100 | 0.91 | | 106.0 | 40.0 | | |
| BMW | M4 GT3 | -20 | 1295 | | | | -13.0 | | 7000 | | 50.0 | IMSA 100 | 1.10 | -8.0 | 98.0 | 40.0 | | |
| Corvette | C8.R GTD | +10 | 1350 | 1 | -0.4 | 41.6 | -6.2 | | 7400 | | 50.0 | IMSA 100 | 0.88 | -4.0 | 88.0 | 40.0 | 15 mm Rear Wing Gurney Required, 50 kg in BoP Ballast Box (+/-3 kg) | |
| Lamborghini | Huracan GT3 | | 1340 | 2 | | 39.0 | | | 8500 | | 50.0 | IMSA 100 | 0.89 | | 104.0 | 40.0 | | |
| Lexus | RC F GT3 | | 1360 | 2 | | 37.0 | | | 7200 | | 50.0 | IMSA 100 | 0.86 | | 103.0 | 40.0 | | |
| McLaren | 720S GT3 | -15 | 1280 | | | | | | 8000 | | 50.0 | IMSA 100 | 0.88 | +3.0 | 107.0 | 40.0 | | |
| Mercedes | AMG GT3 | | 1370 | 2 | | 35.0 | | | 7700 | | 50.0 | IMSA 100 | 0.90 | | 105.0 | 40.0 | | |
| Porsche | 911 GT3 R | | 1320 | 2 | +2.0 | 40.0 | +3.6 | | 9500 | | 50.0 | IMSA 100 | 0.88 | +3.0 | 99.0 | 40.0 | | |

Acura NSX GT3

| Engine Speed | Boost Ratio | |
|--------------|-------------|---------|
| | adj | current |
| [rpm] | | |
| 2000 | 0.046 | 1.884 |
| 4000 | 0.046 | 1.884 |
| 4500 | 0.046 | 1.888 |
| 5000 | 0.047 | 1.934 |
| 5500 | 0.048 | 1.963 |
| 6000 | 0.049 | 1.978 |
| 6200 | 0.049 | 1.982 |
| 6300 | 0.049 | 1.992 |
| 6400 | 0.049 | 1.995 |
| 6500 | 0.049 | 1.993 |
| 6600 | 0.049 | 1.988 |
| 6700 | 0.048 | 1.977 |
| 6800 | 0.048 | 1.961 |
| 7000 | 0.047 | 1.928 |
| 7500 | 0.045 | 1.869 |
| 7800 | | 1.000 |

Aston Martin AMR GT3

| Engine Speed | Boost Ratio | |
|--------------|-------------|---------|
| | adj | current |
| [rpm] | | |
| 2000 | | 1.491 |
| 4000 | | 1.491 |
| 4250 | | 1.530 |
| 4500 | | 1.568 |
| 4750 | | 1.617 |
| 5000 | | 1.665 |
| 5250 | | 1.699 |
| 5500 | | 1.733 |
| 5750 | | 1.772 |
| 6000 | | 1.772 |
| 6250 | | 1.772 |
| 6500 | | 1.772 |
| 6750 | | 1.743 |
| 7000 | | 1.723 |
| 7200 | | 1.723 |
| 7500 | | 1.000 |

BMW M4 GT3

| Engine Speed | Boost Ratio | |
|--------------|-------------|---------|
| | adj | current |
| [rpm] | | |
| 2000 | -0.081 | 2.085 |
| 3000 | -0.081 | 2.085 |
| 3500 | -0.081 | 2.085 |
| 4000 | -0.083 | 2.141 |
| 4500 | -0.086 | 2.208 |
| 5000 | -0.089 | 2.298 |
| 5250 | -0.092 | 2.359 |
| 5500 | -0.095 | 2.438 |
| 5750 | -0.098 | 2.527 |
| 6000 | -0.099 | 2.546 |
| 6250 | -0.100 | 2.567 |
| 6500 | -0.097 | 2.486 |
| 6750 | -0.093 | 2.394 |
| 7000 | -0.088 | 2.252 |
| 7250 | -0.084 | 2.145 |
| 7500 | | 1.000 |

McLaren 720S GT3

| Engine Speed | Boost Ratio | |
|--------------|-------------|---------|
| | adj | current |
| [rpm] | | |
| 2000 | | 1.616 |
| 4000 | | 1.616 |
| 4500 | | 1.610 |
| 5000 | | 1.604 |
| 5500 | | 1.598 |
| 5750 | | 1.579 |
| 6000 | | 1.561 |
| 6250 | | 1.533 |
| 6500 | | 1.505 |
| 6750 | | 1.463 |
| 7000 | | 1.421 |
| 7250 | | 1.389 |
| 7500 | | 1.356 |
| 7750 | | 1.352 |
| 8000 | | 1.347 |
| 8300 | | 1.000 |