IMSA TECHNICAL BULLETIN IWSC #23-23

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: February 8, 2023

Re: IMSA Sebring Test GTP, LMP2, GTD PRO, and GTD Balance of Performance

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following 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.

GTP	Vehicles		Mass	ICE	Energy		Fuel	Notes
	Manufacturer		Minimum No Fuel/Driver (kg)	Nmax (rpm)	Maximum Stint Energy (MJ)	Stint Energy Replenishment Rate (MJ/sec)	Type	
			current					
	Acura	ARX-06	1030	9512	930.0	23.25	R80	
	BMW	M Hybrid V8	1030	8000	930.0	23.25	R80	
	Cadillac	V-LMDh	1030	8800	930.0	23.25	R80	
	Porsche	963	1030	8158	930.0	23.25	R80	

Acura ARX-06

Engine Speed	Power Limit (kW)
N/Nmax	current
<0.550	256.0
0.550	256.0
0.575	279.0
0.600	300.0
0.625	322.0
0.650	343.0
0.675	365.0
0.700	387.0
0.725	409.0
0.750	430.0
0.775	449.0
0.800	467.0
0.825	482.0
0.850	494.0
0.875	505.0
0.900	512.0
0.925	517.0
0.950	520.0
0.975	518.0
1.000	514.0
1.025	444.0

BMW M Hybrid V8

Engine Speed	Power Limit (kW)
N/Nmax	current
<0.550	256.0
0.550	256.0
0.575	279.0
0.600	300.0
0.625	322.0
0.650	343.0
0.675	365.0
0.700	387.0
0.725	409.0
0.750	430.0
0.775	449.0
0.800	467.0
0.825	482.0
0.850	494.0
0.875	505.0
0.900	512.0
0.925	517.0
0.950	520.0
0.975	518.0
1.000	514.0
1.025	444.0

Cadillac V-LMDh

Engine Speed	Power Limit (kW)
N/Nmax	current
<0.550	256.0
0.550	256.0
0.575	279.0
0.600	300.0
0.625	322.0
0.650	343.0
0.675	365.0
0.700	387.0
0.725	409.0
0.750	430.0
0.775	449.0
0.800	467.0
0.825	482.0
0.850	494.0
0.875	505.0
0.900	512.0
0.925	517.0
0.950	520.0
0.975	518.0
1.000	514.0
1.025	444.0

Porsche 963

Engine Speed	Power Limit (kW)
N/Nmax	current
<0.550	256.0
0.550	256.0
0.575	279.0
0.600	300.0
0.625	322.0
0.650	343.0
0.675	365.0
0.700	387.0
0.725	409.0
0.750	430.0
0.775	449.0
0.800	467.0
0.825	482.0
0.850	494.0
0.875	505.0
0.900	512.0
0.925	517.0
0.950	520.0
0.975	518.0
1.000	514.0
1.025	444.0

LMP2	Vehicles		Mass	Engine						Aero	Fuel				Notes
	Constructor		Minimum No Fuel/Driver (kg)	Make	Restrictor Diameter (mm)			Volume (L)	Maximum RPM	Configuration	Type	Total Capacity (L)		Minimum Full Refueling Time (sec)	
			adj current		qty.	adj.	current		current			adj	current		
	ORECA	07	950	Gibson	8		35.0	4.2	8000 (1st to 5th) 8500 (6th)	See Table	E20		75.0	40.0	2023 Engine Intake and RPM Configuration. Max RPM: 8000 1-5th Gear Max RPM: 8500 6th Gear

* Aero configuration is defined via the Aero Configuration table below.

LMP2	LMP2 AERODYNAMIC CONFIGURATIONS		FRONT AERODYNAMIC CONFIGURATIONS					REAR AERODYNAMIC CONFIGURATIONS										
			Optional Front Aerodynamic Configurations are Independent					Optional Rear Aerodynamic Configurations are Independent										
			Assembly	Dive Planes		Packers / Inserts	Other	Assembly	Tail Wicker			Rear Wing				Rear Wing Flap Wicker		
	Constructor			Permitted Options		Permitted Configurations	Permitted Options		Permitted Options	Type	Height	Permitted Range	Assembly	Main plane	Flap	Permitted Options	Span	Height
										mm	mm		Position	Degrees	Degrees		mm	mm
	ORECA	07	**As homologated sprint configuration (FIA)**	OPTION 1	Double	As homologated sprint configuration (FIA)	None	**As homologated sprint configuration (FIA)**	OPTION 1	Fitted	16.3	Minimum:	Position 9	-8.6	20.5	OPTION 1	Full	10.0
				OPTION 2	Lower only				OPTION 2	Removed	-	Maximum:	Position 1	+1.0	33.3	OPTION 2	Removed	-

GTD
GTD PRO

Vehicles		Mass	Engine			Ride Height	Fuel				Notes
Manufacturer		Minimum No Fuel/Driver (kg)	Restrictor Diameter (mm)		Maximum RPM	Minimum Ground Clearance (mm)	Type	Lambda	Total Capacity (L)	Minimum Full Refueling Time (sec)	
		current	qty.	current	current	current		λ	current		
Acura	NSX GT3	1305			7500	50.0	IMSA 100	0.88	106.0	40.0	EVO II
Aston Martin	Vantage GT3	1290			7200	50.0	IMSA 100	0.91	105.0	40.0	
BMW	M4 GT3	1325			7250	50.0	IMSA 100	1.10	99.0	40.0	
Corvette	C8.R GTD	1370	1	41.6	7400	50.0	IMSA 100	0.88	88.0	40.0	10 mm Rear Wing Gurney Required, 55 kg in BoP Ballast Box (+/-3 kg)
Ferrari	296 GT3	1365			8000	50.0	IMSA 100	0.90	105.0	40.0	
Lamborghini	Huracan GT3 EVO2	1320	1	48.0	8500	50.0	IMSA 100	0.91	104.0	40.0	
Lexus	RC F GT3	1360	2	37.0	7200	50.0	IMSA 100	0.86	102.0	40.0	
McLaren	720S GT3	1305			8000	50.0	IMSA 100	0.88	105.0	40.0	
Mercedes	AMG GT3	1375	2	34.5	7700	50.0	IMSA 100	0.90	103.0	40.0	
Porsche	911 GT3 R (992)	1340	2	34.0	9400	50.0	IMSA 100	0.89	99.0	40.0	

Acura NSX GT3

Engine Speed	Boost Ratio
[rpm]	current
2000	1.792
4000	1.792
4500	1.796
5000	1.840
5500	1.867
6000	1.881
6200	1.885
6300	1.895
6400	1.898
6500	1.896
6600	1.891
6700	1.880
6800	1.865
7000	1.834
7500	1.778
7800	1.000

Aston Martin GT3

Engine Speed	Boost Ratio
[rpm]	current
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
[rpm]	current
2000	2.058
3000	2.058
3500	2.058
4000	2.113
4500	2.179
5000	2.268
5250	2.328
5500	2.406
5750	2.494
6000	2.513
6250	2.533
6500	2.454
6750	2.363
7000	2.223
7250	2.117
7500	1.000

Ferrari 296 GT3

Engine Speed	Boost Ratio
[rpm]	current
2000	1.623
4000	1.623
4500	2.061
5000	2.256
5500	2.311
5750	2.326
6000	2.313
6250	2.313
6500	2.321
6750	2.297
7000	2.269
7250	2.243
7500	2.191
7750	2.139
8000	2.083
8500	1.000

McLaren 720S GT3

Engine Speed	Boost Ratio
[rpm]	current
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