



IMSA TECHNICAL BULLETIN IWSC #25-66

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: July 24, 2025
Re: IMSA Balance of Performance: Road America Event

One Daytona Blvd.
Daytona Beach, FL 32114
P: +1 (386) 310-60



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(s). These decisions come into effect immediately and are applicable until further notice.

GTP	Vehicles		Minimum Mass	Maximum Power				Energy		Fuel	
	Manufacturer	Car Model	Weight	N _{max}	Maximum Power*		V1	V2	Maximum Stint Energy	Stint Energy Replenishment Rate	Type
			No Fuel/Driver		Speed ≤ V1	Speed ≥ V2					
			(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(MJ)	(MJ/sec)	
	Acura	ARX-06	1038	9512	96.9	99.0	230	240	907	22.675	R80
Aston Martin	Valkyrie	1030	8400	100.0	100.0	230	240	910	22.750	R80	
BMW	M Hybrid V8	1033	8000	96.7	96.2	230	240	890	22.250	R80	
Cadillac	V-Series.R	1050	8800	97.1	99.6	230	240	907	22.675	R80	
Porsche	963	1051	8158	92.7	97.5	230	240	896	22.400	R80	

* Linear interpolation used between V1 and V2.
 % of High power curve defined in LMDh TR 5.1.2. and LMH TR Appendix 4b
 For N/N_{max} < 0.55, maximum power is equal to N/N_{max} = 0.55

Regulatory BoP Parameter	GTP	Unit
PPULimit_BoP	0	kW
PPULimitRate_BoP	0.2	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW
TDT_LimitRate_BoP	10	Nm*s
TDT_MaxIntegral_BoP	150	Nm*s

GTD	Vehicles		Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Fuel	Notes	
GTD PRO	Manufacturer	Car Model	Weight No Fuel/Driver	N _{max}	% of Maximum Declared Power*		V1	V2	Minimum **	Maximum **	Maximum Stint Energy	Stint Energy Replenishment Rate	Type	
					Speed ≤ V1	Speed ≥ V2								
			(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(deg)	(deg)	(MJ)	(MJ/sec)		
	Aston Martin	Vantage GT3 EVO	1320	7000	90.7	86.0	190	200	9.0	ITEF maximum	861	21.525	IMSA 100	
	BMW	M4 GT3 EVO	1315	7250	91.7	87.6	190	200	3.0	ITEF maximum	825	20.625	IMSA 100	
	Corvette	Z06 GT3.R	1372	8000	91.2	100.0	190	200	4.9	ITEF maximum	855	21.375	IMSA 100	
	Ferrari	296 GT3	1330	7750	84.8	85.4	190	200	4.7	ITEF maximum	829	20.725	IMSA 100	
	Ford	Mustang GT3	1315	8250	95.7	90.6	190	200	5.0	ITEF maximum	835	20.875	IMSA 100	9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1360	8300	89.3	84.7	190	200	8.7	ITEF maximum	863	21.575	IMSA 100	
	Lexus	RC F GT3	1356	7200	88.9	97.1	190	200	8.0	10.0	897	22.425	IMSA 100	
	Mercedes	AMG GT3	1352	7900	92.0	89.1	190	200	7.0	ITEF maximum	900	22.500	IMSA 100	
	Porsche	911 GT3 R (992)	1363	8950	91.2	98.5	190	200	10.0	ITEF maximum	811	20.275	IMSA 100	

* Linear interpolation used between V1 and V2

For N/N_{max} < 0.55, maximum power is equal to N/N_{max} = 0.55

Linear interpolation used between each 0.025 step from 0.55 to 1.025 N/N_{max}

For N/N_{max} ≥ 1.025, maximum power is 0.856 of maximum power at N/N_{max} = 1.000

Declared power varies - comparisons between cars are invalid

** Angle at Y=0 using measurement described in ITEF (stated minimum angle includes tolerance)

Regulatory BoP Parameter	GTD	Unit
	GTD PRO	
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW