



**IMSA TECHNICAL BULLETIN IWSC #26-30**

To: All IMSA WeatherTech SportsCar Championship Competitors  
From: IMSA Competition  
Date: April 8, 2026  
Re: IMSA Balance of Performance: Long Beach Event

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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(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 <sub>max</sub>	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	1059	9512	96.2	97.1	190	200	901	22.525	R80	
Aston Martin	Valkyrie	1030	8400	100.0	100.0	190	200	913	22.825	R80	
BMW	M Hybrid V8	1059	8000	99.0	96.9	190	200	908	22.700	R80	
Cadillac	V-Series.R	1058	8800	98.3	97.1	190	200	906	22.650	R80	
Porsche	963 (2026 Homologation)	1100	8158	92.3	100.0	190	200	913	22.825	R80	
Porsche	963 (2025 Homologation)	1060	8158	96.0	96.0	190	200	906	22.650	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<sub>max</sub> < 0.55, maximum power is equal to N/N<sub>max</sub> = 0.55

<u>Regulatory BoP Parameter</u>	<b>GTP</b>	<u>Unit</u>
PPUEnergyStint_BoP	BoP Table	MJ
ReplenTime_BoP	40	s
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	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		Notes	
	Manufacturer	Car Model	Weight No Fuel/Driver	N <sub>max</sub>	% of Maximum Declared Power*		V1	V2	Minimum **	Maximum **	Maximum Stint Energy		Stint Energy Replenishment Rate
					Speed ≤ V1	Speed ≥ V2							
			(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(deg)	(deg)	(MJ)		(MJ/sec)
Aston Martin	Vantage GT3 EVO	1328	7000	91.8	87.0	190	200	5.0	11.1	867	21.675		
BMW	M4 GT3 EVO	1346	7500	89.6	93.8	190	200	-2.0	5.0	864	21.600		
Corvette	Z06 GT3.R	1356	8000	95.5	97.0	190	200	-1.8	6.4	876	21.900		
Ferrari	296 GT3 EVO	1340	7750	83.3	87.9	190	200	-1.7	4.1	853	21.325	2026 EVO	
Ford	Mustang GT3	1330	8250	97.2	96.4	190	200	-0.4	7.1	876	21.900	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.	
Lamborghini	Huracan GT3 EVO2	1342	8300	83.2	88.8	190	200	2.0	8.4	868	21.700		
Lamborghini	Temerario GT3	1337	8000	86.4	88.5	190	200	1.0	5.1	877	21.925		
Lexus	RC F GT3	1356	7200	96.9	96.8	190	200	4.0	11.0	919	22.975		
Mercedes	AMG GT3	1356	7900	89.7	90.9	190	200	0.0	9.0	897	22.425		
Porsche	911 GT3 R (992)	1384	8950	89.6	100.0	190	200	7.3	9.3	855	21.375	2026 EVO	

\* Linear interpolation used between V1 and V2

For N/N<sub>max</sub> < 0.55, maximum power is equal to N/N<sub>max</sub> = 0.55

Linear interpolation used between each 0.025 step from 0.55 to 1.025 N/N<sub>max</sub>

For N/N<sub>max</sub> ≥ 1.025, maximum power is 0.856 of maximum power at N/N<sub>max</sub> = 1.000

Declared power varies - comparisons between cars are invalid

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

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