



IMSA TECHNICAL BULLETIN IWSC #19-13

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 16 January 2019

Re: 20190126 Rolex 24 At Daytona Balance of Performance Tables

In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following adjustments are made to the indicated cars. The column listed as current is the current specification after the adjustment is applied and thus the required specification for the event. These decisions come into immediate effect and are applicable until further notice.

IMSA BoP table values are based upon Manufacturer submitted data, Manufacturer agreed upon lap time sensitivities for mass and power, and IMSA's data analysis.

DPI	Vehicles	Mass		Engine						Aero	Fuel				Notes			
Manufacturer		No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor Diameter (mm)			Boost Ratio	Maximum RPM	Configuration	Type	Declared Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current				qty.	adj	current						current	current		
Issued: 20190126 Rolex 24 At Daytona		Bulletin: TB 19-13			Date: 1/16/2019													
Acura	ARX-05	0	930	Acura	3.5	Turbo				See Table	7050	See Table	E20	0.89	-2.0	76.0	30.0	
Cadillac	DPI-V.R	0	930	Cadillac	5.5	NA	2	0.0	31.9		7600	See Table	E20	0.90	-1.0	70.0	30.0	
Mazda	RT24-P	0	905	Mazda	2.0	Turbo				See Table	9300	See Table	E20	0.85	-2.0	79.0	30.0	
Nissan	DPI	0	935	Nissan	3.8	Turbo				See Table	7100	See Table	E20	0.86	0.0	82.0	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		1.467
3200		1.467
3600		1.608
4000		1.725
4400		1.769
4800		1.769
5200		1.769
5600		1.787
6000		1.804
6200		1.794
6400		1.779
6600		1.779
6800		1.753
7050		1.721
7550		1.656
7650		1.000

Mazda RT24-P

Engine Speed [rpm]	Boost Ratio	
	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

Nissan DPI

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.612
4000		1.612
4200		1.668
4850		1.668
5200		1.703
5500		1.770
5800		1.834
6000		1.867
6200		1.872
6400		1.857
6700		1.842
6850		1.842
6950		1.852
7100		1.852
7600		1.677
7700		1.000

DPI		PROTOTYPE 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							
20190126 Rolex 24 At Daytona		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]	16.0	Per Technical Credential [IMSA]	-2.6	Sprint As-Homologated [FIA]	N/A	28.5	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	OPTION 1	Per Technical Credential [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 GF	OPTION 1	Per Technical Credential [IMSA]	20.0	Per Technical Credential [IMSA]	11.7 (Position 3)	Sprint As-Homologated [FIA]	HDF	23.2	Removed	
Nissan	DPI	As-Tested [IMSA]: Removed MDF HDF	As-Tested [IMSA]: Splitter extension	As-Tested [IMSA]: All Side Wicker Options	OPTION 1	Per Technical Credential [IMSA]	12.5	Sprint As-Homologated [FIA]	9.3 (B1/MP5)	Sprint As-Homologated [FIA]	F2/LIM	N/A	N/A	

LMP2		Vehicles		Mass		Engine		Aero	Fuel			Notes
Manufacturer		No Fuel/Driver (kg)		Make	Volume (L)	Maximum RPM	Configuration	Type	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current						adj	current		
Issued: 20190126 Rolex 24 At Daytona				Bulletin: TB 19-13		Date: 12/21/2018						
Dallara	P217	0	940	Gibson	4.2	8250		E20	0.0	70.0	34.0	
Multimatic Riley	Riley MK30	0	940	Gibson	4.2	8250		E20	0.0	70.0	34.0	
Onroak	Ligier JS P217	0	940	Gibson	4.2	8250	See Table	E20	0.0	70.0	34.0	
ORECA	07	0	940	Gibson	4.2	8250	See Table	E20	0.0	70.0	34.0	

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

LMP2		PROTOTYPE AERODYNAMIC CONFIGURATIONS			FRONT AERODYNAMIC CONFIGURATIONS			REAR AERODYNAMIC CONFIGURATIONS							
20190126 Rolex 24 At Daytona		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 Configurations	Permitted Options		Type	Minimum Height	Option	Type	Minimum Angle / Position	Type	Position	Minimum Angle	Span	Minimum Height	
					mm	mm			degrees			degrees	mm	mm	
Onroak	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]	1.0	Sprint As-Homologated [FIA]	N/A	33.7	Full	10.0

GTLM Vehicles		Mass		Engine				Rear Wing			Fuel				Notes	
Manufacturer		No Fuel/Driver (kg)		Restrictor Diameter (mm)			Boost Ratio	Maximum RPM	Min Angle (deg)	Gurney Minimum Height (mm)	Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current	qty.	adj.	current	current	current	current	current		λ	adj	current		
Issued: 20190126 Rolex 24 At Daytona				Bulletin: TB 19-13			Date: 1/16/2019									
BMW	M8 GTE	0	1220				See Table	7000	2.0	5.0	E20	1.08	+2.0	90.0	34.0	
Corvette	C7R GTE	0	1240	2	0.0	30.6		6800	2.0	10.0	E20	0.88	0.0	91.0	34.0	
Ferrari	488 GTE	0	1270				See Table	7000	0.0	10.0	E20	1.10	0.0	87.0	34.0	
Ford	GT GTE	0	1285				See Table	7200	3.0	15.0	E20	0.90	0.0	88.0	34.0	
Porsche	911 RSR GTE	0	1240	2	0.0	32.2		9500	1.0	10.0	E20	0.89	0.0	97.0	34.0	

BMW M8 GTE

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

*5150 breakpoint removed and 10000 breakpoint added to prevent boost ratio extrapolation above 7600

Ford GT GTE

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.528
4200		1.528
4900		1.527
5100		1.526
5300		1.522
5400		1.517
5500		1.500
5800		1.460
5950		1.440
6050		1.428
6150		1.417
6300		1.401
6600		1.373
7200		1.294
7700		1.233
7800		1.000

GTD		Vehicles		Mass		Engine				Ride Height		Fuel				Notes		
Manufacturer		No Fuel/Driver (kg)		Restrictor Diameter (mm)			Boost Ratio	Maximum RPM		Minimum Ground Clearance (mm)		Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)		
		adj	current	qty.	adj	current		adj	current	adj	current		λ	adj	current			
Issued: 20190126 Rolex 24 At Daytona				Bulletin: TB 19-13			Date: 1/16/2019											
Acura	NSX GT3	0	1320				See Table	0	7500	0	50	IMSA 100	0.88	-3.0	105.0	40.0		
Audi	R8 LMS GT3	0	1340	2	0.0	40.0		0	8500	0	50	IMSA 100	0.91	0.0	96.0	40.0		
BMW	M6 GT3	-15	1290				See Table	0	7250	0	50	IMSA 100	0.92	0.0	104.0	40.0		
Ferrari	488 GT3	0	1325				See Table	0	7500	0	50	IMSA 100	0.92	0.0	93.0	40.0		
Lamborghini	Huracan GT3	0	1305	2	+1.0	39.0		0	8500	0	50	IMSA 100	0.89	+2.0	97.0	40.0		
Lexus	RC F GT3	0	1360	2	0.0	40.0		0	7200	0	50	IMSA 100	0.86	0.0	100.0	40.0		
Mercedes	AMG GT3	0	1375	2	0.0	36.0		0	7700	0	50	IMSA 100	0.88	0.0	101.0	40.0		
Porsche	911 GT3 R	0	1285	2	0.0	43.0		0	9500	0	50	IMSA 100	0.88	+3.0	93.0	40.0		

Acura NSX GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.765
4000		1.765
4500		1.768
5000		1.815
5500		1.871
6000		1.966
6200		1.995
6300		2.005
6400		2.008
6500		2.006
6600		2.001
6700		1.990
6800		1.974
7000		1.941
7500		1.881
7800		1.000

BMW M6 GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.627
3000		1.839
4000		2.000
4500		2.054
4750		2.075
5000		2.095
5250		2.063
5500		2.029
5750		1.971
6000		1.938
6250		1.897
6500		1.866
6750		1.776
7000		1.715
7250		1.640
7550		1.000

Ferrari 488 GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.424
4000		1.424
4500		1.479
4750		1.511
5000		1.548
5250		1.588
5500		1.617
5750		1.640
6000		1.650
6250		1.641
6500		1.607
6750		1.564
7000		1.523
7250		1.479
7500		1.438
7800		1.000