IMSA TECHNICAL BULLETIN IWSC #24-55

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: July 3, 2024

Re: IMSA Balance of Performance: Canadian Tire Motorsport Park 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.

LMP2	Vehicles		Mass	Engine				Aero	Fuel			Notes
	Constructor		Minimum No Fuel/Driver (kg)	Make	Specification	Volume (L)	Maximum RPM	Configuration	Type	Total Capacity (L)	Minimum Full Refueling Time (sec)	
			current				current			current		
	Ligier	JS P217	950	Gibson	2023	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
	ORECA	07	950	Gibson	2023	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 on the following page.

LMP2

LMP2 AERODYNAMIC CONFIGURATIONS		
		Assemblies
Constructor		
Ligier	JS P217	As homologated sprint configuration (FIA)
ORECA	07	As homologated sprint configuration (FIA)

FRONT AERODYNAMIC CONFIGURATIONS			
Optional Front Aerodynamic Configurations are Independent			
Dive Planes		Packers / Inserts	Other
Permitted Options		Permitted Configurations	Permitted Options
OPTION 1	None	As homologated sprint configuration (FIA)	None
OPTION 2	LDF		
OPTION 3	HDF		
OPTION 1	Double	As homologated sprint configuration (FIA)	None
OPTION 2	Lower only		

REAR AERODYNAMIC CONFIGURATIONS

Optional Rear Aerodynamic Configurations are Independent

		Tail Wicker			Rear Wing				Rear Wing Flap Wicker		
Constructor		Permitted Options	Type	Height	Permitted Range	Assembly	Main plane	Flap	Permitted Options	Span	Height
			mm	mm		Position	Degrees	Degrees		mm	mm
Ligier	JS P217	OPTION 1	Fitted	12.5	Range Minimum:	7.3°	As homologated		N/A		
		OPTION 2	Removed	-	Range Maximum:	18.0°					
ORECA	07	OPTION 1	Fitted	16.3	Range Minimum:	Position 9	-8.6	20.5	OPTION 1	Full	10.0
		OPTION 2	Removed	-	Range Maximum:	Position 1	+1.0	33.3	OPTION 2	Removed	-

"Option" items are permitted to be chosen separately in each category.
Either option of diveplane may be chosen with either option of tail wicker and either option of rear wing wicker and with any rear wing position within the range shown in the table

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	current		λ	adj	current		
Acura	NSX GT3		1320						7500	50.0	IMSA 100	0.88		112.0	40.0	EVO II
Aston Martin	Vantage GT3 EVO		1325						7200	50.0	IMSA 100	0.91		106.0	40.0	
BMW	M4 GT3		1320						7250	50.0	IMSA 100	1.10		99.0	40.0	
Corvette	Z06 GT3.R		1345	1		50.0			8000	50.0	IMSA 100	0.88		102.0	40.0	
Ferrari	296 GT3		1380						8000	50.0	IMSA 100	0.90		105.0	40.0	
Ford	Mustang GT3		1315	2		37.0			8250	50.0	IMSA 100	0.88		114.0	40.0	
Lamborghini	Huracan GT3 EVO2		1370	1		51.0			8500	50.0	IMSA 100	0.91		113.0	40.0	
Lexus	RC F GT3		1360	2		39.0			7200	50.0	IMSA 100	0.86		105.0	40.0	
McLaren	720S GT3 EVO		1330						8000	50.0	IMSA 100	0.88		110.0	40.0	
Mercedes	AMG GT3		1390	2		34.5			7700	50.0	IMSA 100	0.90		104.0	40.0	
Porsche	911 GT3 R (992)		1360	2		39.5			9400	50.0	IMSA 100	0.89		97.0	40.0	

Acura NSX GT3

Engine Speed	Boost Ratio
[rpm]	current
2000	1.976
4000	1.976
4500	1.980
5000	2.029
5500	2.058
6000	2.074
6200	2.079
6300	2.089
6400	2.092
6500	2.090
6600	2.085
6700	2.073
6800	2.057
7000	2.022
7500	1.961
7800	1.000

Aston Martin GT3 EVO

Engine Speed	Boost Ratio
[rpm]	current
2000	1.548
4000	1.548
4250	1.588
4500	1.628
4750	1.678
5000	1.728
5250	1.764
5500	1.799
5750	1.839
6000	1.839
6250	1.839
6500	1.839
6750	1.809
7000	1.789
7200	1.789
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	1.688
4000	1.688
4500	2.090
5000	2.365
5500	2.353
5750	2.364
6000	2.355
6250	2.356
6500	2.358
6750	2.339
7000	2.313
7250	2.289
7500	2.233
7750	2.182
8000	2.126
8500	1.000

McLaren 720S GT3 EVO

Engine Speed	Boost Ratio
[rpm]	current
2000	1.703
4000	1.703
4500	1.696
5000	1.690
5500	1.683
5750	1.664
6000	1.644
6250	1.615
6500	1.585
6750	1.541
7000	1.497
7250	1.463
7500	1.429
7750	1.424
8000	1.419
8300	1.000