

**TO:**  Teams  Manufacturers

**CATEGORY:**  LMP1  LMP2  LMGTE Pro  LMGTE Am

**DECISION N°:** WEC\_1920-D0022-LMGTE-BOP-SILV

**DATE:** 08/08/2019

**FROM:** The Endurance Committee

**SUBJECT:** BOP for the Silverstone Competition

## APPLICABLE REGULATION

**Article 6.3.4**  2019-2020 FIA World Endurance Championship Sporting Regulations

## DECISION

In application of Article 6.3.2 of the 2019-2020 FIA World Endurance Championship Sporting Regulations, please find below on page 2/3 the LMGTE Pro & Am BoP tables.

## PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application**
- from:

And is applicable:

- until further notice**
- for the mentioned Competition(s) only

LMGTE PRO													
MANUFACTURER	MODEL NAME	CHASSIS			ENGINE				FUEL			ADDITIONAL COMMENTS	
		MINIMUM CAR WEIGHT (kg) (**)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM BOOST RATIO	DECLARED MINIMUM LAMBDA	MAXIMUM ONBOARD FUEL VOLUME (liter)			
		prev. (1)	adjust. (2)	final (1)	prev. (1)	adjust. (2)	final			prev. (1)	adjust. (2)		final
ASTON MARTIN	VANTAGE AMR	1257 kg	-	<b>1257 kg</b>				See table	<b>0,94</b>	101 l.	-2 l.	<b>99 l.</b>	
FERRARI	488 GTE EVO	1280 kg	-	<b>1280 kg</b>				See table	<b>1,10</b>	91 l.	-	<b>91 l.</b>	
PORSCHE	911 RSR - 19	1254 kg	-	<b>1254 kg</b>	30,1 mm	-	<b>30,1 mm</b>		<b>0,89</b>	<b>99 l.</b>	-	<b>99 l.</b>	

Notes:

Adjustments are made with:

- the waivers required;
- with the data provided by the manufacturers;
- with the information provided by the manufacturers;
- with analysis made by FIA/ACO.

(\*\*): weight including camera (or dummy) equipment

(1): the previous value is referring to the previous BOP

(2): the adjustments are related to the changes done for this BOP

**ASTON MARTIN - VANTAGE AMR**

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,48	-	<b>1,48</b>
4500	1,53	-	<b>1,53</b>
5000	1,53	-	<b>1,53</b>
5500	1,54	-	<b>1,54</b>
6000	1,54	-	<b>1,54</b>
6500	1,49	-	<b>1,49</b>
7000	1,40	-	<b>1,40</b>
7200	1,37	-	<b>1,37</b>
7300	1,20	-	<b>1,20</b>

**FERRARI - 488 GTE EVO**

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,73	-	<b>1,73</b>
4500	1,70	-	<b>1,70</b>
5000	1,71	-	<b>1,71</b>
5500	1,70	-	<b>1,70</b>
6000	1,63	-	<b>1,63</b>
6500	1,54	-	<b>1,54</b>
7000	1,42	-	<b>1,42</b>
7100	1,10	-	<b>1,10</b>

LMGTE AM													
MANUFACTURER	MODEL NAME	CHASSIS			ENGINE				FUEL			ADDITIONAL COMMENTS	
		MINIMUM CAR WEIGHT (kg) (**)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM BOOST RATIO	DECLARED MINIMUM LAMBDA	MAXIMUM ONBOARD FUEL VOLUME (liter)			
		prev. (1)	adjust. (2)	final (1)	prev. (1)	adjust. (2)	final			prev. (1)	adjust. (2)		final
ASTON MARTIN	VANTAGE AMR	1267 kg	-	<b>1267 kg</b>				See table	<b>0,94</b>	98 l.	-2 l.	<b>96 l.</b>	
FERRARI	488 GTE EVO	1290 kg	-	<b>1290 kg</b>				See table	<b>1,10</b>	89 l.	-	<b>89 l.</b>	
PORSCHE	911 RSR GTE	1249 kg	-	<b>1249 kg</b>	30,2 mm	-	<b>30,2 mm</b>		<b>0,89</b>	98 l.	-	<b>98 l.</b>	

Notes:

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- with the information provided by the manufacturers;
- with analysis made by FIA/ACO.

(\*\*): weight including camera (or dummy) equipment

(1): the previous value is referring to the previous BOP

(2): the adjustments are related to the changes done for this BOP

**ASTON MARTIN - VANTAGE AMR**

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,45	-	<b>1,45</b>
4500	1,50	-	<b>1,50</b>
5000	1,50	-	<b>1,50</b>
5500	1,51	-	<b>1,51</b>
6000	1,51	-	<b>1,51</b>
6500	1,46	-	<b>1,46</b>
7000	1,37	-	<b>1,37</b>
7200	1,34	-	<b>1,34</b>
7300	1,20	-	<b>1,20</b>

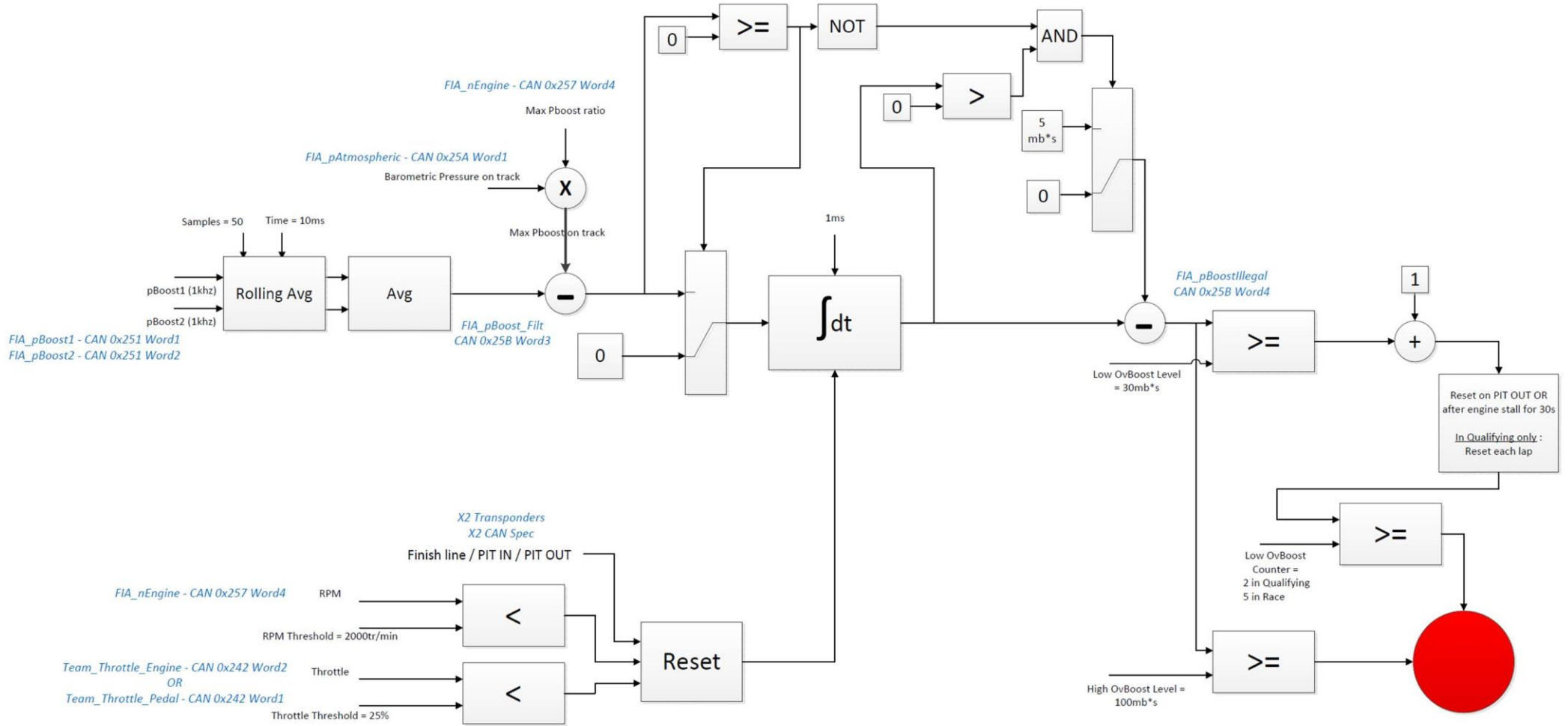
**FERRARI - 488 GTE EVO**

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,69	-	<b>1,69</b>
4500	1,66	-	<b>1,66</b>
5000	1,67	-	<b>1,67</b>
5500	1,66	-	<b>1,66</b>
6000	1,59	-	<b>1,59</b>
6500	1,50	-	<b>1,50</b>
7000	1,38	-	<b>1,38</b>
7100	1,10	-	<b>1,10</b>

Any decision taken by the Endurance Committee is not subject to appeal.

All decisions are available on: <http://fiawec.alkamelsystems.com/>

## Maximum Boost Pressure Control Strategy



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