

**TO:**  Teams  Manufacturers  
**CATEGORY:**  LMP1  LMP2  LMGTE Pro  LMGTE Am

**DECISION N°:** WEC\_1920-D0041-LMGTE-BOP-SPA

**DATE:** 17/07/2020 **FROM:** The Endurance Committee

**SUBJECT:** BOP & LMGTE Am success ballast for the Spa Competition

## APPLICABLE REGULATION

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

## DECISION

In application of Article 6.3.4 of the 2019-2020 FIA World Endurance Championship Sporting Regulations, please find below:

- on page 2/4, the LMGTE Pro table;
- on page 3/4, the LMGTE Am BOP & success ballast 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>	97 l.	-	<b>97 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	+23 kg	<b>1277 kg</b>	30,1 mm	+0,5 mm	<b>30,6 mm</b>		<b>0,89</b>	99 l.	+3 l.	<b>102 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>

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

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

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

Notes:

Adjustments are made with:

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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	-	1,45
4500	1,50	-	1,50
5000	1,50	-	1,50
5500	1,51	-	1,51
6000	1,51	-	1,51
6500	1,46	-	1,46
7000	1,37	-	1,37
7200	1,34	-	1,34
7300	1,20	-	1,20

**FERRARI - 488 GTE EVO**

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

		CHASSIS					
COMPETITOR NUMBER	COMPETITOR NAME	MINIMUM CAR WEIGHT (kg) (*)					
		initial	SB (race-1)	SB (race-2)	SB (champ.)	offset (**)	final
54	AF CORSE	1290				-20	1270
56	TEAM PROJECT 1	1249	5			-20	1234
57	TEAM PROJECT 1	1249		15		-20	1244
62	RED RIVER SPORT	1290				-20	1270
70	MR RACING	1290				-20	1270
77	DEMPSEY-PRTON RACING	1249				-20	1229
83	AF CORSE	1290			15	-20	1285
86	GULF RACING	1249		5		-20	1234
88	DEMPSEY-PROTON RACING	1249				-20	1229
90	TF SPORT	1267	15		10	-20	1272
98	ASTON MARTIN RACING	1267	10	10	5	-20	1272

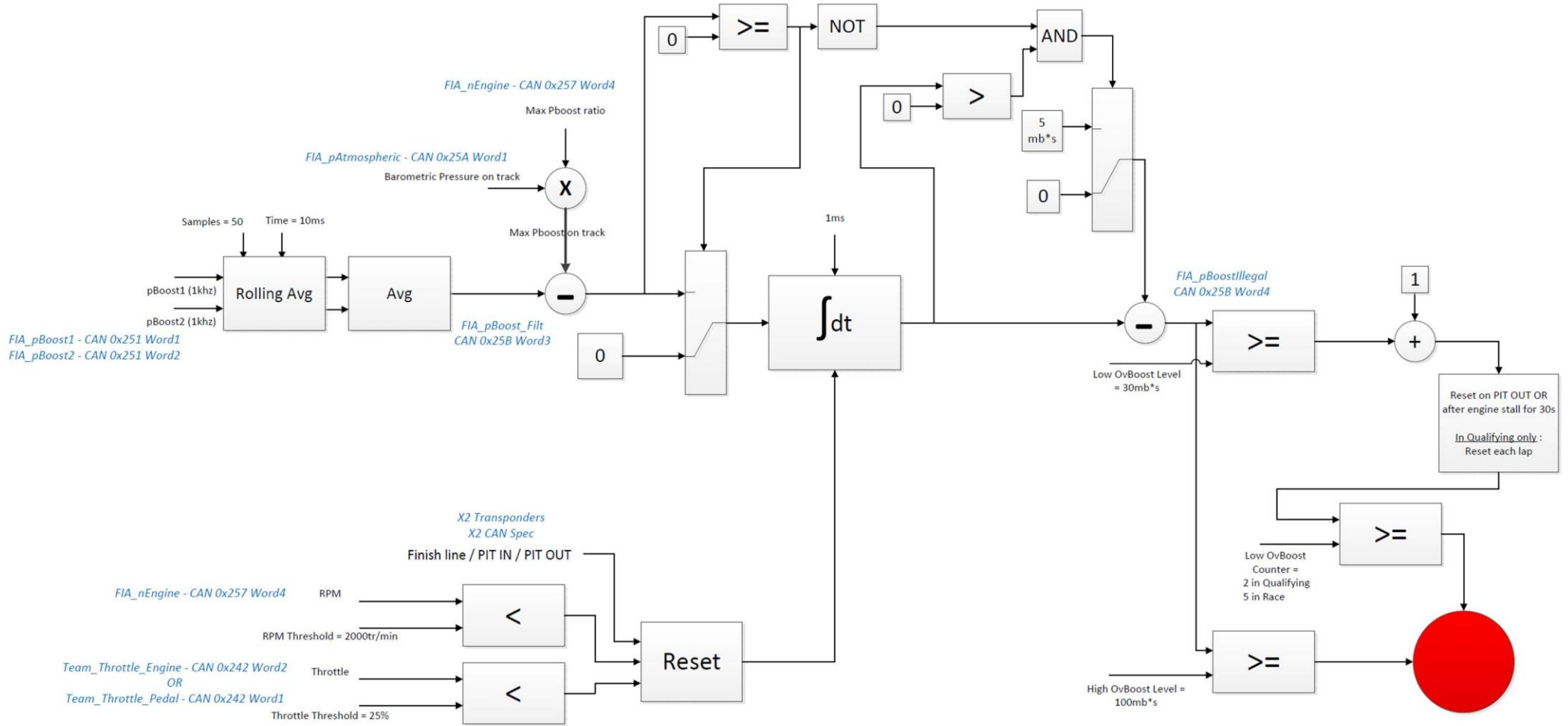
(\*): weight including camera (or dummy) equipment

(\*\*): for tyre safety boundaries

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## Maximum Boost Pressure Control Strategy



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

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