

**TO:**  Teams  Manufacturers

**CATEGORY:**  Hypercar  LMP2  LMGTE Pro  LMGTE Am

**DECISION N°:** WEC\_2021\_D0030\_LMGTE\_BOP\_MONZ

**DATE:** 07/07/2021 **FROM:** The WEC Committee

**SUBJECT:** BOP for LMGTE for Monza Competition

## APPLICABLE REGULATION

**Article 6.3.2**  2021 FIA World Endurance Championship Sporting Regulations

## DECISION

In application of Article 6.3.2 of the 2021 FIA World Endurance Championship Sporting Regulations, please find below: the LMGTE Pro BOP table and 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

FERRARI - 488 GTE EVO	prev. (1)	adjust. (2)	final
MINIMUM CAR WEIGHT (kg) (*)	1260 kg	-5 kg	<b>1255 kg</b>
MAXIMUM ONBOARD FUEL VOLUME (liter)	93 l.	-	<b>93 l.</b>
DECLARED MINIMUM LAMBDA			<b>1,10</b>
Engine power - Pboost ratio max vs RPM			
4000	1,81	-	<b>1,81</b>
4500	1,78	-	<b>1,78</b>
5000	1,79	-	<b>1,79</b>
5500	1,78	-	<b>1,78</b>
6000	1,71	-	<b>1,71</b>
6500	1,62	-	<b>1,62</b>
7000	1,50	-	<b>1,50</b>
7100	1,10	-	<b>1,10</b>

CORVETTE C8.R	prev. (1)	adjust. (2)	final
MINIMUM CAR WEIGHT (kg) (*)	1235 kg	-	<b>1235 kg</b>
MAXIMUM ONBOARD FUEL VOLUME (liter)	98 l.	-	<b>98 l.</b>
DECLARED MINIMUM LAMBDA			<b>0,88</b>
Engine power - Air restrictor diameter			
2 x MAXIMUM RESTRICTOR DIAMETER (mm)	43,5 mm		<b>43,5 mm</b>

PORSCHE 911 RSR - 19	prev. (1)	adjust. (2)	final
MINIMUM CAR WEIGHT (kg) (*)	1259 kg	+5 kg	<b>1264 kg</b>
MAXIMUM ONBOARD FUEL VOLUME (liter)	99 l.	-	<b>99 l.</b>
DECLARED MINIMUM LAMBDA			<b>0,89</b>
Engine power - Air restrictor diameter			
2 x MAXIMUM RESTRICTOR DIAMETER (mm)	30,8 mm		<b>30,8 mm</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

## LMGTE AM

FERRARI - 488 GTE EVO	prev. (1)	adjust. (2)	final
MAXIMUM ONBOARD FUEL VOLUME (liter)	90 l.	-	<b>90 l.</b>
DECLARED MINIMUM LAMBDA			<b>1,10</b>
Engine power - Pboost ratio max vs RPM			
	Pboost ratio Max (-)		
4000	1,77	-	<b>1,77</b>
4500	1,74	-	<b>1,74</b>
5000	1,75	-	<b>1,75</b>
5500	1,74	-	<b>1,74</b>
6000	1,67	-	<b>1,67</b>
6500	1,58	-	<b>1,58</b>
7000	1,46	-	<b>1,46</b>
7100	1,06	-	<b>1,06</b>

ASTON MARTIN VANTAGE AMR	prev. (1)	adjust. (2)	final
MAXIMUM ONBOARD FUEL VOLUME (liter)	93 l.	-	<b>93 l.</b>
DECLARED MINIMUM LAMBDA			<b>0,94</b>
Engine power - Pboost ratio max vs RPM			
	Pboost ratio Max (-)		
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>

PORSCHE 911 RSR - 19	prev. (1)	adjust. (2)	final
MAXIMUM ONBOARD FUEL VOLUME (liter)	96 l.	-	<b>96 l.</b>
DECLARED MINIMUM LAMBDA			<b>0,89</b>
Engine power - Air restrictor diameter			
	Pboost ratio Max (-)		
2 x MAXIMUM RESTRICTOR DIAMETER (mm)	30,3 mm		<b>30,3 mm</b>

### Notes:

#### Adjustments are made with:

- the waivers required;
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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

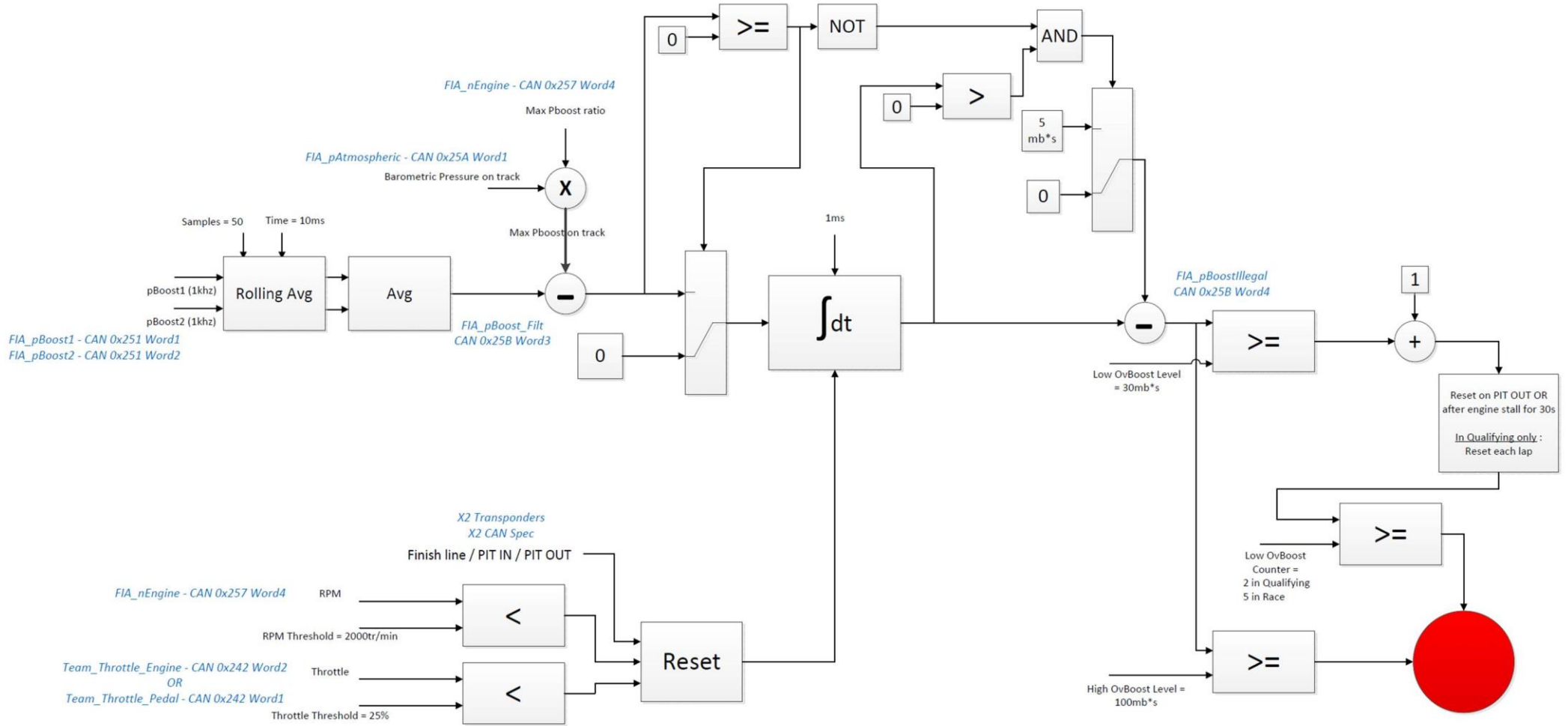
(2): the adjustments are related to the changes done for this BOP

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

(\*\*): for tyre safety boundaries

COMPETITOR NAME	MINIMUM					Fixed (Art 6.3.4)	offset (**)	final
	Initial	SB (race-1)	SB (race-2)	SB (champ.)				
TF SPORT - #33	1247		10	5			1262	
TEAM PROJECT 1 - #46	1269				15		1284	
CETLAR RACING - #47	1270	15	5	15			1305	
AF CORSE - #54	1270	5		10			1285	
TEAM PROJECT 1 - #56	1269	10					1279	
IRON LYNX - #60	1270						1270	
AF CORSE - #61	1270				15		1285	
INCEPTION RACING - #71	1270				15		1285	
DEMPSEY-PROTON RACING - #77	1269						1269	
AF CORSE - #83	1270		15				1285	
IRON LYNX - #85	1270						1270	
GR RACING - #86	1269						1269	
DEMPSEY-PROTON RACING - #88	1269						1269	
ASTON MARTIN RACING - #98	1247						1247	
RINALDI RACING - #388	1270				15		1285	
D'STATION RACING - #777	1247						1247	

## Maximum Boost Pressure Control Strategy



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

<http://fiawec.alkamelsystems.com/noticeBoard.html>