

TO: Teams Manufacturers

CATEGORY: Hypercar LMP2 LMGTE Pro LMGTE Am

DECISION N°: WEC_2021_D0039_LMGTE_BOP_BAH

DATE: 20/10/2021 **FROM:** The WEC Committee

SUBJECT: BOP for LMGTE for Bahrain 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 WEC Sporting Regulations please find below: the LMGTE BOP table.

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) (*) | 1255 kg | - | 1255 kg |
| MAXIMUM ONBOARD FUEL VOLUME (liter) | 93 l. | -4 l. | 89 l. |
| DECLARED MINIMUM LAMBDA | | | 1,10 |
| Engine power - Pboost ratio max vs RPM | | | |
| 4000 | 1,81 | -0,08 | 1,73 |
| 4500 | 1,78 | -0,08 | 1,70 |
| 5000 | 1,79 | -0,08 | 1,71 |
| 5500 | 1,78 | -0,08 | 1,70 |
| 6000 | 1,71 | -0,08 | 1,63 |
| 6500 | 1,62 | -0,08 | 1,54 |
| 7000 | 1,50 | -0,08 | 1,42 |
| 7100 | 1,10 | - | 1,10 |

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

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.

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

(*): 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. | -4 l. | 86 l. |
| DECLARED MINIMUM LAMBDA | | | 1,10 |
| Engine power - Pboost ratio max vs RPM | | | |
| | Pboost ratio Max (-) | | |
| 4000 | 1,77 | -0,08 | 1,69 |
| 4500 | 1,74 | -0,08 | 1,66 |
| 5000 | 1,75 | -0,08 | 1,67 |
| 5500 | 1,74 | -0,08 | 1,66 |
| 6000 | 1,67 | -0,08 | 1,59 |
| 6500 | 1,58 | -0,08 | 1,50 |
| 7000 | 1,46 | -0,08 | 1,38 |
| 7100 | 1,06 | - | 1,06 |

| ASTON MARTIN VANTAGE AMR | prev. (1) | adjust. (2) | final |
|--|----------------------|-------------|--------------|
| MAXIMUM ONBOARD FUEL VOLUME (liter) | 93 l. | -2 l. | 91 l. |
| DECLARED MINIMUM LAMBDA | | | 0,94 |
| Engine power - Pboost ratio max vs RPM | | | |
| | Pboost ratio Max (-) | | |
| 4000 | 1,48 | -0,04 | 1,44 |
| 4500 | 1,53 | -0,04 | 1,49 |
| 5000 | 1,53 | -0,04 | 1,49 |
| 5500 | 1,54 | -0,04 | 1,50 |
| 6000 | 1,54 | -0,04 | 1,50 |
| 6500 | 1,49 | -0,04 | 1,45 |
| 7000 | 1,40 | -0,04 | 1,36 |
| 7200 | 1,37 | -0,04 | 1,33 |
| 7300 | 1,20 | - | 1,20 |

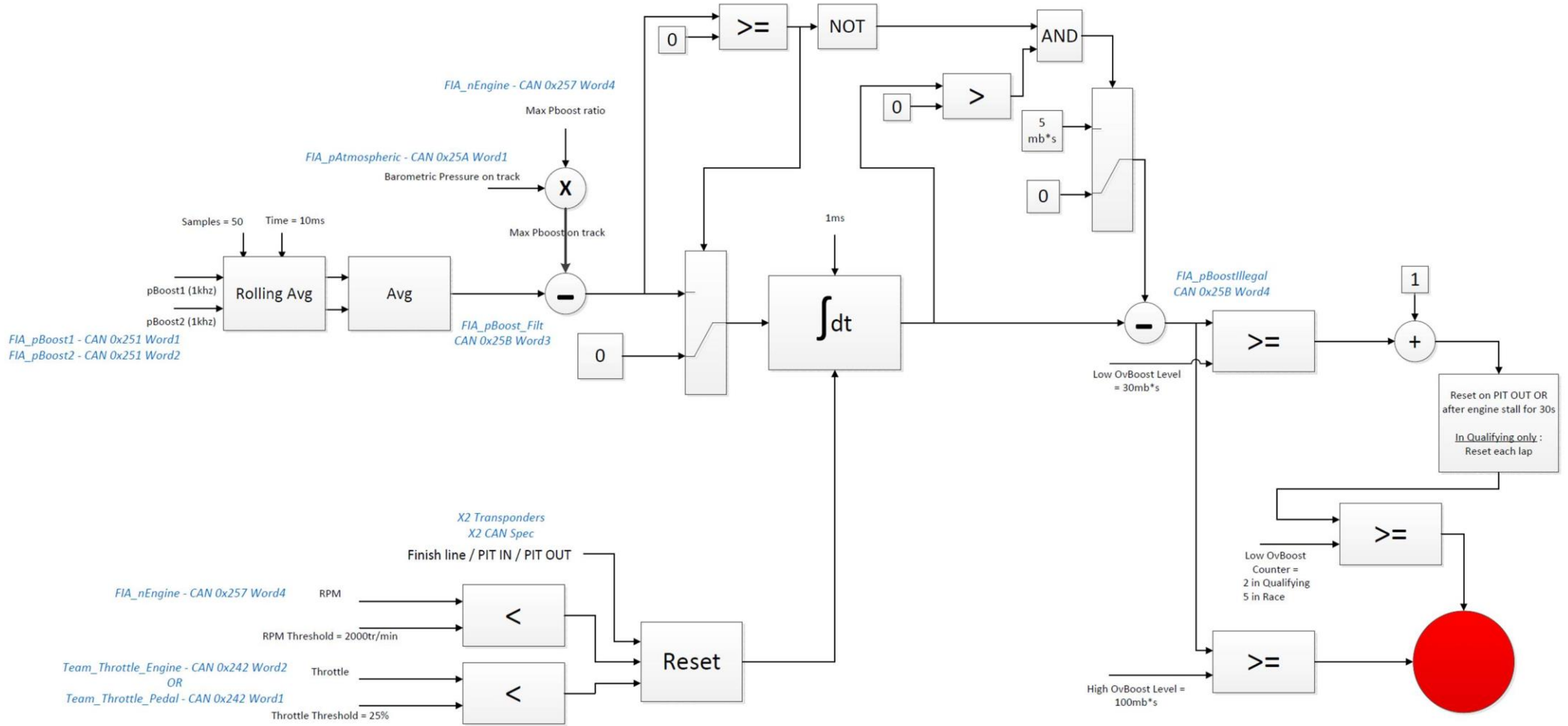
| PORSCHE 911 RSR - 19 | prev. (1) | adjust. (2) | final |
|--|----------------------|-------------|----------------|
| MAXIMUM ONBOARD FUEL VOLUME (liter) | 96 l. | - | 96 l. |
| DECLARED MINIMUM LAMBDA | | | 0,89 |
| Engine power - Air restrictor diameter | | | |
| | Pboost ratio Max (-) | | |
| 2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

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
(*): 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 | | 10 | | | 1267 |
| TEAM PROJECT 1 - #46 | 1269 | | | | | | 1269 |
| CETILAR RACING - #47 | 1270 | | 15 | 5 | | | 1290 |
| AF CORSE - #54 | 1270 | | 5 | | | | 1275 |
| TEAM PROJECT 1 - #56 | 1269 | | 10 | | | | 1279 |
| KESSEL RACING - #57 | 1270 | | | | 15 | | 1285 |
| IRON LYNX - #60 | 1270 | 5 | | | | 0 | 1275 |
| DEMPSEY-PROTON RACING - #77 | 1269 | | | | | | 1269 |
| AF CORSE - #83 | 1270 | 15 | | 15 | | | 1300 |
| IRON LYNX - #85 | 1270 | | | | | | 1270 |
| GR RACING - #86 | 1269 | | | | | | 1269 |
| DEMPSEY-PROTON RACING - #88 | 1269 | | | | | | 1269 |
| ASTON MARTIN RACING - #98 | 1247 | | | | | | 1247 |
| 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>