

**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 24 Hours of Le Mans Supplementary Regulations

## DECISION

In application of Article 6.3.2 of the 2021 24 Hours of Le Mans Supplementary 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	-	<b>1255 kg</b>
MAXIMUM ONBOARD FUEL VOLUME (liter)	93 l.	-4 l.	<b>89 l.</b>
DECLARED MINIMUM LAMBDA			<b>1,10</b>
Engine power - Pboost ratio max vs RPM			
4000	1,81	-0,08	<b>1,73</b>
4500	1,78	-0,08	<b>1,70</b>
5000	1,79	-0,08	<b>1,71</b>
5500	1,78	-0,08	<b>1,70</b>
6000	1,71	-0,08	<b>1,63</b>
6500	1,62	-0,08	<b>1,54</b>
7000	1,50	-0,08	<b>1,42</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			
1 x MAXIMUM RESTRICTOR DIAMETER (mm)	43,5 mm		<b>43,5 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.

PORSCHE 911 RSR - 19	prev. (1)	adjust. (2)	final
MINIMUM CAR WEIGHT (kg) (*)	1264 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>

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

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

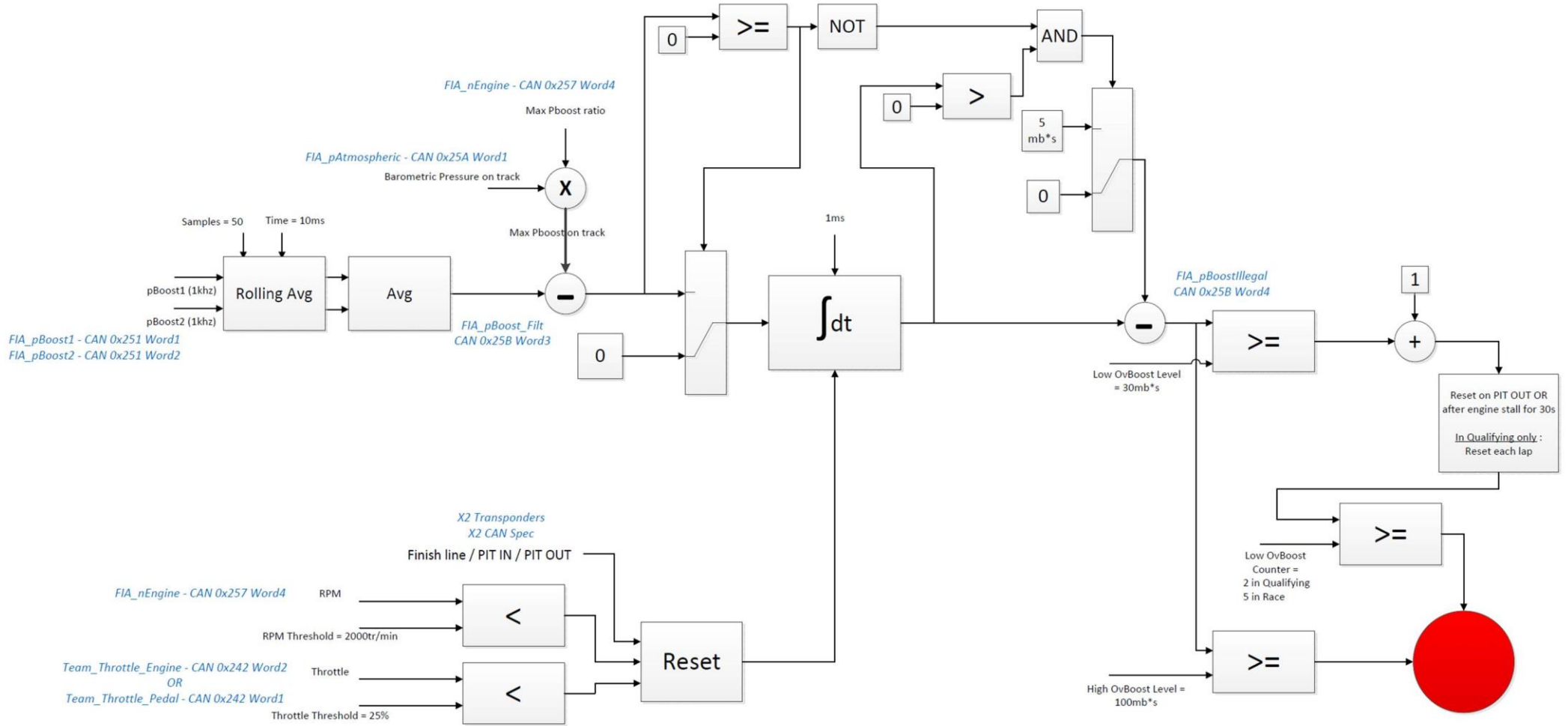
PORSCHE 911 RSR - 19	prev. (1)	adjust. (2)	final
MAXIMUM ONBOARD FUEL VOLUME (liter)	96 l.	-	<b>96 l.</b>
DECLARED MINIMUM LAMBDA			<b>0,89</b>
Engine power - Air restrictor diameter			
2 x MAXIMUM RESTRICTOR DIAMETER (mm)	30,3 mm		<b>30,3 mm</b>

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  
(\*): 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>