

TO: Teams Manufacturers

CATEGORY: Hypercar LMGT3

DECISION N°: WEC_2024_D47_LMGT3_BOP

DATE: 23/08/2024 **FROM:** The WEC Committee

SUBJECT: Balance of Performance for LMGT3 category

APPLICABLE REGULATION

Article 6.2.1 2024 FIA World Endurance Championship Sporting Regulations

DECISION

Please find below the LMGT3 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 event(s) only



AUSTIN

| Vehicles | | Power | | | | Weight | | Aero | | | Energy | |
|--------------|--------------------|-----------------------------------|---------|-------------------------------|---------|-------------------------------------|---------|------------------|------------------|-----------------------|---------------------------|---------|
| | | Max. Power below 200 kph* (curve) | | Power gain after 200 kph* (%) | | Weight without success ballast (kg) | | Min.RW angle (°) | Max.RW angle (°) | Min. ride height (mm) | Maximum Stint Energy (MJ) | |
| | | adj. | current | adj. | current | adj. | current | current | current | current | adj. | current |
| ASTON MARTIN | Vantage AMR LMGT3 | -1P | P15 | -1% | 0% | -3 | 1345 | LMGT3 homol. | 11.0 | 50 | +1 | 685 |
| BMW | M4 LMGT3 | - | P4 | 1% | 1% | -14 | 1339 | LMGT3 homol. | 4.6 | 50 | +1 | 690 |
| CORVETTE | Z06 LMGT3.R | +1P | P5 | 2% | 3% | -14 | 1344 | LMGT3 homol. | 9.3 | 50 | +7 | 692 |
| FERRARI | 296 LMGT3 | +1P | P14 | 2% | 1% | -8 | 1341 | LMGT3 homol. | 4.5 | 50 | +7 | 679 |
| FORD | Mustang LMGT3 | +1P | P5 | -2% | -4% | -6 | 1334 | LMGT3 homol. | 7.6 | 50 | +5 | 696 |
| LAMBORGHINI | Huracan LMGT3 Evo2 | -1P | P15 | -1% | -3% | -13 | 1356 | LMGT3 homol. | 8.0 | 50 | +1 | 687 |
| LEXUS | RC F LMGT3 | +4P | P1 | -3% | -3% | - | 1355 | LMGT3 homol. | 10.0 | 50 | +14 | 713 |
| Mc LAREN | 720S LMGT3 Evo | -1P | P12 | 5% | 8% | -3 | 1345 | LMGT3 homol. | 10.7 | 50 | +9 | 690 |
| PORSCHE | 911 GT3 R LMGT3 | - | P7 | 2% | 6% | +15 | 1345 | LMGT3 homol. | 12.3 | 50 | +10 | 688 |

(*) speed threshold may be reviewed

Adjustments are made with: the data & information provided by the manufacturers, the analysis made by ACO/FIA

| COMPETITOR | | Weight including success ballast | | | | | |
|------------|----------------------|----------------------------------|------------|------------|------------|--------|---------|
| | | Min. Car Weight (kg) | | | | | |
| | | initial | SB(race-1) | SB(race-2) | SB(champ.) | offset | current |
| 27 | HEART OF RACING TEAM | 1345 | 10 | | | | 1355 |
| 31 | TEAM WRT | 1339 | | 10 | 5 | | 1354 |
| 46 | TEAM WRT | 1339 | | | | | 1339 |
| 54 | VISTA AF CORSE | 1341 | | | | | 1341 |
| 55 | VISTA AF CORSE | 1341 | | | | | 1341 |
| 59 | UNITED AUTOSPORTS | 1345 | | | | | 1345 |
| 60 | IRON LYNX | 1356 | | | | | 1356 |
| 77 | PROTON COMPETITION | 1334 | | | | | 1334 |
| 78 | AKKODIS ASP TEAM | 1355 | | | | | 1355 |
| 81 | TF SPORT | 1344 | | | | | 1344 |
| 82 | TF SPORT | 1344 | | | | | 1344 |
| 85 | IRON DAMES | 1356 | | | | | 1356 |
| 87 | AKKODIS ASP TEAM | 1355 | | | | | 1355 |
| 88 | PROTON COMPETITION | 1334 | | 5 | | | 1339 |
| 91 | MANTHEY EMA | 1345 | | 15 | 10 | | 1370 |
| 92 | MANTHEY PURERXCING | 1345 | 15 | | 15 | | 1375 |
| 95 | UNITED AUTOSPORTS | 1345 | 5 | | | | 1350 |
| 777 | D'STATION RACING | 1345 | | | | | 1345 |