

Bulletin 08/2024

zur Ausschreibung Gran Turismo Cup Race (GTC Race)
DMSB-Reg.-Nr.: 259/24, genehmigt am 26.03.2024

Ab sofort gelten folgende Änderungen und Ergänzungen
(Änderungen/Ergänzungen sind *kursiv* gedruckt)

Teil 3 Anlagen/Zeichnungen wird wie folgt ergänzt:

„Anlage 3:
Balance of Performance (BoP)

GT3

<i>Number</i>	<i>Make</i>	<i>Evo</i>	<i>Model</i>	<i>Weight</i> [kg]	<i>Restrictor</i> [n]	<i>Restrictor</i> [mm]
<i>Klasse 1</i>						
<i>[evo]</i>						
GT3-038	Audi	2022	R8 LMS GT3 (evo II)	1.290	2	36
GT3-040	Lamborghini	2019	Huracan GT3	1.290	2	39
GT3-042	Mercedes	2019	AMG GT3	1.325	2	34,5
GT3-050	Porsche	2019	911 GT3 R	1.255	2	41,5
GT3-053	BMW	2022	M4 GT3	1.310	None	none
GT3-054	Lamborghini	2023	Huracan GT3 (evo II)	1.305	1	46
GT3-055	Porsche	2023	992 GT3 R	1.290	2	39,5
GT3-056	Ferrari	2023	296 GT3	1.310	none	none
<i>Klasse 1 [nicht evo]</i>						
GT3-038	Audi	2019	R8 LMS GT3 (incl. evo I)	1.305	2	40
GT3-040	Lamborghini	2015	Huracan GT3	1.305	2	39
GT3-041	Porsche	2018	911 GT3 R	1.240	2	43
GT3-042	Mercedes	2016	AMG GT3	1.310	2	34,5
<i>Class 6</i>						
Concept	KTM	2020	GTX Concept	1.080	none	none
ST	Lamborghini	2021	Huracan ST	1.275	2	41
TS	Mercedes	2023	AMG TS	1.420	MAP 1	

Boost BMW M4 GT3		Boost Ferrari 296 GT3		Boost KTM GTX	
rpm	max. Pboost ratio	rpm	max. Pboost ratio	rpm	max. Pboost ratio
3500	2,20	4000	1,78	4000	2,40
4000	2,32	4500	2,07	4500	2,40
4500	2,42	5000	2,40	5000	2,40
5000	2,52	5500	2,40	5500	2,40
5500	2,66	6000	2,40	6000	2,40
6000	2,73	6500	2,35	6500	2,40
6250	2,75	7000	2,33	7000	2,40
6500	2,67	7500	2,30	≥7250	2,40
7000	2,44	≥8000	2,07		
≥7100	2,1				

D:

- Um das jeweilige Ladedrucklimit zu erhalten, muss das angegebene Ladedruckverhältnis mit dem veröffentlichten Umgebungsdruck multipliziert werden.

- Teilnehmer müssen den Ladedruck relativ zum Umgebungsdruck für jedes Event anpassen.

- Zur Ladedrucküberwachung wird die "FIA Boost Control Strategy v9" angewandt.

- Max. statischer Hinterachssturz -3,5°

ENG:

- Values are boost pressure ratio and need to be multiplied by the ambient pressure to get the Pboost limit.

- Competitors must adjust boost pressure relative to ambient pressure at each event

- Control of Pboost strategy as per FIA Boost Control Strategy v9

- Max. static rear camber -3,5°

Balance of Performance GT4 CARS Hockenheimring

Marke	Model	Min Weight Kg	BOP Ballast Kg	Total weight	Ride Height Front	BOP Extra mm	Ride Height Rear	BOP Extra Mm	Comments
Audi	R8 LMS GT4	1460	+40	1500	95	+5	107	+0	Restrictor 44 mm ECU BOP 2021
BMW	M4 GT4	1430	+15	1445	124	+0	119	+0	Silver Stick / Red Stick When =< 950mBar
BMW	G82 M4 GT4	1480	+20	1500	138,90	+16,10	149,50	+10,50	MAP 4 LT -1 ECU BOP 10/2022
Mercedes	AMG GT4	1400	+65	1465	93	+10	96	+5	Power Level 3 MAP 2019 ECU BOP 2020
Porsche	718 Cayman GT4 CS MR	1301	+19	1320	101	+5	94	+0	ECU BOP 2021
Porsche	718 Cayman GT4 RS Clubsport	1330	+65	1395	97	+5	100	+0	Restrictor 53,7 mm ECU BOP 2022

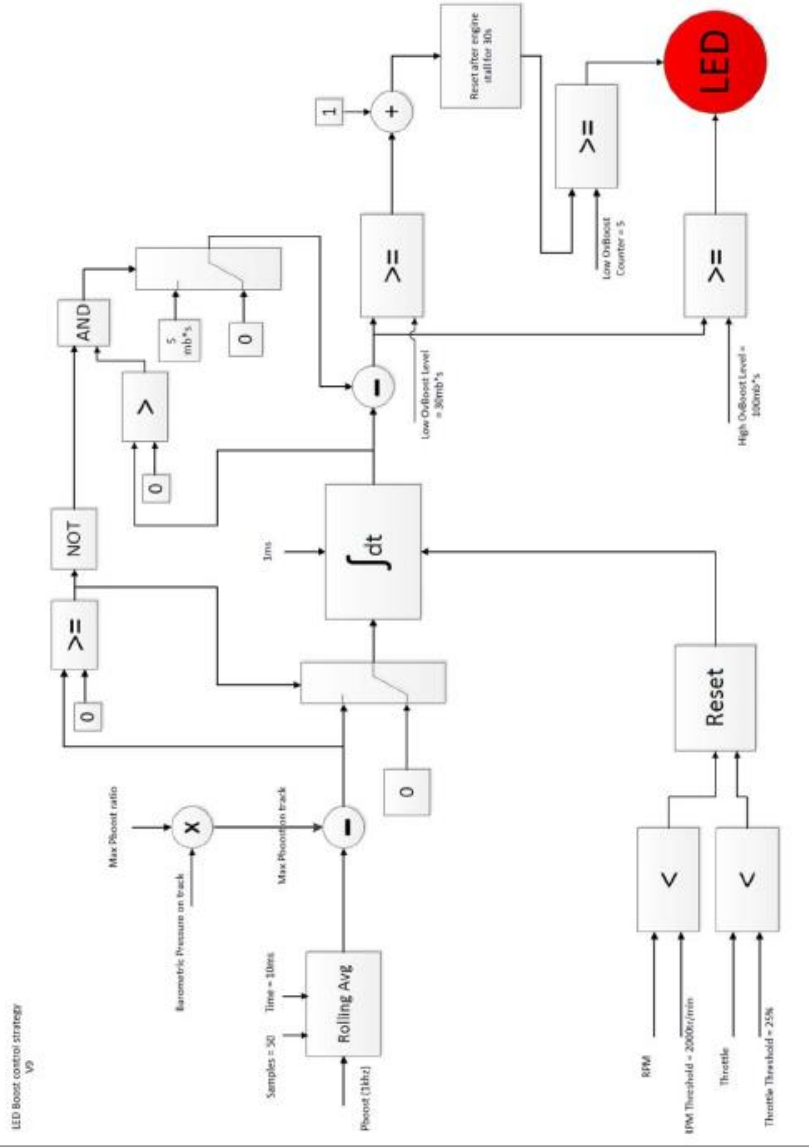
Remarks :

- Additional BOP Ballast must be installed according to the GT4 Technical Regulations
- ECU BOP maps are saved in the dataloggers for scrutineering.
- GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate
- SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.
- Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is the one collected during BOP tests and will be used for checks.
- If noted differently in comments the (e.g. iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.
- Turbo cars with adaptable Pboost have to apply ratio approach. Ratio (Pboost Map/1000mbar x Official Atmospheric Pressure)
- Turbo cars without adaptable pboost , identified by * in the BOP sheet, need to add +10 kg per 10 mbar ambient pressure delta under 1000mbar, this means + 10 kg at Patmo of 990mb, +20 kg at Patmo of 980 mbar, +30 kg at Patmo of 970 mbar and +40 kg at Patmo of 960 mbar etc.
- BMW M4 GT4 G82 adapt at Patmo via LT. Reference is 1000 mbar, -1 LT must be applied per -20 mbar Patmo, this means -1 LT at Patmo of 980mb, -2 LT at Patmo of 960 mbar and -3 LT at Patmo of 940 mbar. +1 LT must be applied per +20 mbar Patmo, this means + 1 LT at Patmo of 1020mbar.
- Maximum rear static camber -3,5°



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

LED Boost Control Strategy



DMSB-genehmigt am 01.08.2024

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