Bulletin 11/2024

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

Number	*Make*	*Evo*	*Model*	*Weight [kg]*	*Restrictor [n]*	*Restrictor [mm]*	*Others*
Klasse 1 [evo]							
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*	*Lambda ≥ 0,93λ*
GT3-049	*Bentley*	*2019*	*Continental GT3*	*1.310*	*none*	*none*	
GT3-050	*Porsche*	*2019*	*911 GT3 R*	*1.255*	*2*	*41,5*	
GT3-051	*Aston Martin*	*2019*	*Vantage GT3*	*1.310*	*none*	*none*	
GT3-052	*McLaren*	*2020*	*720s GT3*	*1.260*	*none*	*none*	
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*	

Class 1 [not evo]							
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	Lambda ≥ 0,93λ
GT3-044	Ferrari	2018	488 GT3	1.275	none	none	

Number	Make	Evo	Model	Weight [kg]	Restrictor [n]	Restrictor [mm]	Others
Class 2							
GT3-017	Audi		R8 LMS Ultra GT3	1.270	2	49	
GT3-023	BMW		Z4 GT3	1.250	1	81	
GT3-025	Porsche		997 GT3 R	1.225	1	65	
GT3-026	Corvette		Z06 R GT3	1.295	1	55	
GT3-028	Mercedes		SLS AMG GT3	1.325	2	38	
GT3-029	Ferrari		458 GT3	1.295	2	46	
GT3-032	Aston Martin		Vantage GT3	1.290	2	41,5	
Class 6							
Concept	KTM	2020	GTX Concept	1.080	none	none	
ST	Lamborghini	2021	Huracan ST	1.275	2	41	

Boost BMW M4 GT3		Boost KTM GTX		Boost Aston	
rpm	max. Pboost ratio	rpm	max. Pboost ratio	rpm	max. Pboost ratio
3500	2,20	4000	2,40	4000	1,55
4000	2,32	4500	2,40	4500	1,64
4500	2,42	5000	2,40	5000	1,73
5000	2,52	5500	2,40	5500	1,79
5500	2,66	6000	2,40	6000	1,81
6000	2,73	6500	2,40	6500	1,81
6250	2,75	7000	2,40	7000	1,75
6500	2,67	≥7250	2,40	≥7100	1,45
7000	2,44				
≥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 Umgebungsluftdruck 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 multiplicated 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°

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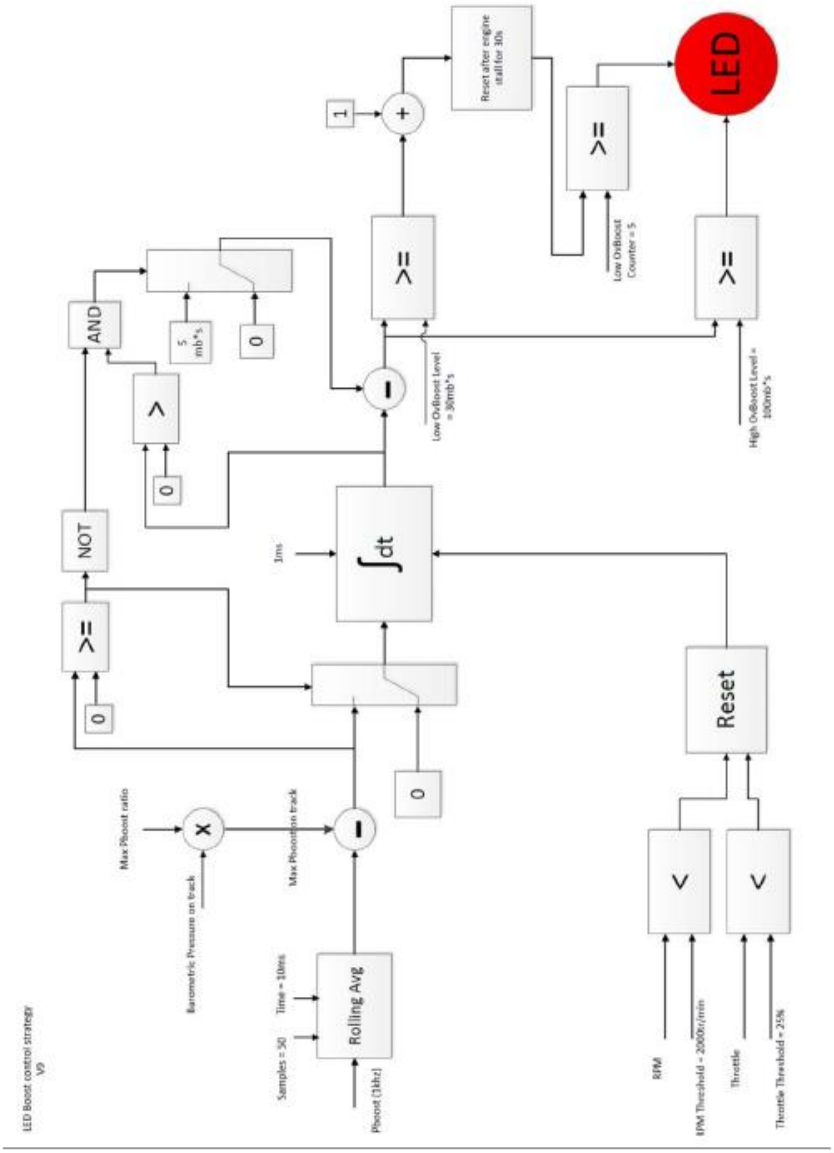
Balance of Performance
GT4 CARS
Spa-Francorchamps

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	+30	1490	95	+5	107	+0	Restrictor 44 mm ECU BOP 2021
BMW	M4 GT4	1430	+45	1475	124	+5	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	+45	1445	93	+5	96	+5	Power Level 3 MAP 2019 ECU BOP 2020
Porsche	718 Cayman GT4 CS MR	1301	+14	1315	101	+5	94	+0	ECU BOP 2021
Porsche	718 Cayman GT4 RS Clubsport	1330	+55	1385	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 26.08.2024

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