

Bulletin 15/2024

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 - Track Nürburgring GP Strecke

BoP GTC Race 2024				05 Nürburgring			Rev 100
Number	Make	Evo	Model	Weight [kg]	Restrictor [n]	Restrictor [mm]	Others
Class 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 ≥ 0,90λ
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 ≥ 0,90λ
GT3-044	Ferrari	2018	488 GT3	1.275	none	none	
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	
TS	Mercedes	2023	AMG TS	1.420	MAP 1		

Boost BMW M4 GT3	
rpm	max. Pboost ratio
3500	2,20
4000	2,32
4500	2,42
5000	2,52
5500	2,66
6000	2,73
6250	2,75
6500	2,67
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 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 Nürburgring

Remarks :

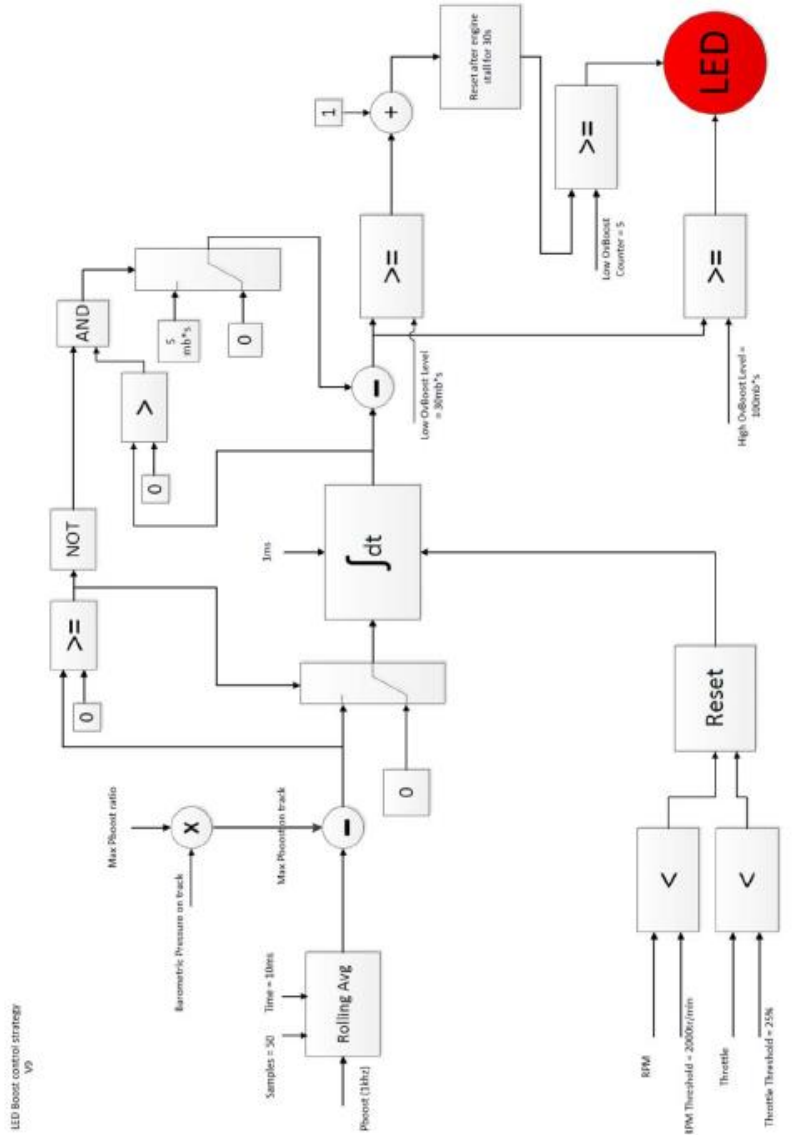
- Additional BOP Ballast must be installed according to the GT4 Technical Regulations
- ECU BOP maps are saved in the dataloggers for scrutineering.
- GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate
- SRO GT Bureau can use any parameter for BOP purposes and 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°

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	+10	107	+5	Restrictor 46 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	+35	1515	138,90	+16,10	149,50	+10,50	MAP 4 LT +0 ECU BOP 10/2022
Mercedes	AMG GT4	1400	+60	1460	93	+15	96	+5	Power Level 3 MAP 2019 ECU BOP 2020
Porsche	718 Cayman GT4 CS MR	1301	+24	1325	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



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

LED Boost Control Strategy



FIA Public

20/01/2017

DMSB-genehmigt am 10.10.2024

Christoph Ihm
Koordination Technik