



MICHELIN LE MANS CUP COMMITTEE



TO: Teams Manufacturers

CATEGORY: LMP3 GT3

DECISION N°: 19-D0007-GT3-BOHP-PSHT-Monza

DATE: 30/04/2019

FROM: The Michelin Le Mans Cup Committee

SUBJECT: Balance of Performance and Pit Stop Handicap time for the Monza Competition

APPLICABLE REGULATION

Article 7.4.3 2019 Michelin Le Mans Cup Sporting Regulations

Article 10.16 2019 Michelin Le Mans Cup Sporting Regulations

DECISION

Please find below on page 2/3 the GT3 BoP and PSHT 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 above-mentioned Competition only



MICHELIN LE MANS CUP BALANCE OF PERFORMANCE

Version: 19-2



BALANCE OF PERFORMANCE			CHASSIS			ENGINE				COMMENTS
HOMOLOGATION NUMBER FIA	MANUFACTURER	MODEL NAME	CAR WEIGHT (kg)			RESTRICTOR DIAMETER (mm)				
			previous (1)	adjust. (2)	final	# Restrictors	previous (1)	adjust. (2)	final (*)	
GT3-040	LAMBORGHINI	HURACAN GT3	+1300 kg	-	+1300 kg	2	39,0 mm	-	39,0 mm	
GT3-042	MERCEDES AMG	GT3	+1300 kg	-	+1300 kg	2	34,5 mm	-	34,5 mm	
GT3-044	FERRARI	F488	+1300 kg	-	+1300 kg	-	-	-	-	See Boost Table
GT3-050	PORSCHE	911 GT3-R	+1245 kg	-	+1245 kg	2	41,5 mm	-	41,5 mm	
GT3-051	ASTON MARTIN	VANTAGE GT3	+1275 kg	-	+1275 kg	-	-	-	-	See Boost Table

HOMOLOGATION	GT3-044	HOMOLOGATION	GT3-051
MANUFACTURER	Ferrari	MANUFACTURER	Aston Martin
MODEL NAME	488	MODEL NAME	Vantage GT3
RPM	MAX BOOST RATIO	RPM	MAX BOOST RATIO
4000	1,45	4000	1,59
4500	1,49	4500	1,64
5000	1,53	5000	1,72
5500	1,56	5500	1,78
6000	1,58	5750	1,79
6500	1,56	6000	1,81
7000	1,51	6250	1,80
7500	1,43	6500	1,80
>/7600	1,35	6750	1,74
		7000	1,69
		7200	1,60
		>/7300	1,40

For:	Pitstop Handicap Time Added					
	# 8	# 54	# 71	# 83	# 99	# 50
MONZA	+ 8s	+ 5s	+ 4s	+ 2s	+ 1s	+ 0s
RTL1 1	0	0	0	0	0	0
RTL1 2	0	0	0	0	0	0
BARCELONA	0	0	0	0	0	0
SPA	0	0	0	0	0	0
PORTIMAO	0	0	0	0	0	0

(*) Technical drawings of engine air restrictors must be supplied to ACO. Only ACO approved engine air restrictors are allowed.

(1): the previous value is referring to the previous BOP

(2): the adjustments shown are related to the changes done for this BOP publication.

Maximum Boost Pressure Control Strategy

