



## BALANCE OF PERFORMANCE FOR C TRACKS



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## Balance of Performance FIA GT3 2018 Specification



Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight kg *without driver weight	FIA Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Refueling Rig restrictor mm	Comments
Bentley	GT3-XXX	Continental GT3	TBC	TBC	TBC	none	TBC	TBC		Max Boost P TBC
BMW	GT3-043	M6 GT3	1290	+25	1315	none	93	93		Max Boost P see table
Ferrari	GT3-044	488 GT3	1260	+30	1290	none	73	98		Max Boost see table
Nissan	GT3-XXX	GTR Nismo GT3	TBC	TBC	TBC	none	TBC	TBC		Max Boost see table
Porsche	GT3-041	991 GT3-R	1225	+35	1260	2 x 41,5	72	124		

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2018

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016/2017/2018 cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.3 Use of catalytic converter compulsory

1.4 Notes on boost control :

- Values are absolute pressure for ambient pressure of 1010mbar.
- Competitors must adjust boost pressure relative to ambient pressure at each event
- Control of Pboost strategy see further.
- Pboost limits linear interpolation approach

1.5 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance.

1.6 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.



# Balance of Performance FIA GT3 2018 Specification Pboost Limits table for Turbo cars



Engine speed	Bentley Continental GT3 2018	BMW M6 GT3	Ferrari 488 GT3	Nissan GTR Nismo XXX
RPM	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda
4000	TBC	1.78 @ 0,92	1.47 @ 0,92	TBC
4250	TBC	1.83 @ 0,92	1.49 @ 0,92	TBC
4500	TBC	1.86 @ 0,92	1.51 @ 0,92	TBC
4750	TBC	1.88 @ 0,92	1.53 @ 0,92	TBC
5000	TBC	1.93 @ 0,92	1.56 @ 0,92	TBC
5250	TBC	1.96 @ 0,92	1.58 @ 0,92	TBC
5500	TBC	1.96 @ 0,92	1.60 @ 0,92	TBC
5750	TBC	1.96 @ 0,92	1.60 @ 0,92	TBC
6000	TBC	1.90 @ 0,92	1.60 @ 0,92	TBC
6250	TBC	1.85 @ 0,92	1.60 @ 0,92	TBC
6500	TBC	1.73 @ 0,92	1.59 @ 0,92	TBC
6750	TBC	1,66 @ 0,92	1.56 @ 0,92	TBC
6900	TBC			TBC
7000	TBC	1.65 @ 0,92	1.54 @ 0,92	TBC
7250	TBC		1.49 @ 0,92	TBC
>/7500	TBC	-	1.47 @ 0,92	TBC

- 2. Control of Pboost FIA
- 3. Pboost limits linear interpolation approach



## Balance of Performance FIA GT3 2017 Specification



Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight Kg *without driver weight	FIA Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Fuel Rig Restrictor mm	Comments
Acura	GT3-047	NSX GT3	1240	+50	1290		66	66		Max Boost P see table
LEXUS	GT3-046	RCF GT3	1300	+20	1320	2 x 38	90	280		
McLaren	GT3-037	650S	1240	+30	1270	2 x 36	67	74		Max Boost P see table

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2018 \* Mind that the minimum driver weight is 85kg

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016/2017/2018 cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.3 Use of catalytic converter compulsory

1.4 Notes on boost control :

- Values are absolute pressure for ambient pressure of 1010mbar.
- Competitors must adjust boost pressure relative to ambient pressure at each event
- Control of Pboost strategy see further.

1.5 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance cfr art 94 of the Sporting Regulations.

1.6 Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure drop, etc) is the one collected during BOP tests and will be used for checks.

2.Control of Pboost strategy FIA

3. Pboost limits linear interpolation

Engine speed	McLaren 650S	Acura NSX GT3
RPM	Pboost limit barA @ lambda	Pboost limit barA @ lambda
4000	1.82 @ 0,88	1.87 @ 0,85
4500	1.80 @ 0,88	1.87 @ 0,85
5000	1.78 @ 0,88	1.96 @ 0,85
5500	1.76 @ 0,88	2.00 @ 0,85
6000	1.73 @ 0,88	2.02 @ 0,85
6200	1.73 @ 0,88	2.06 @ 0,85
6500	1.63 @ 0,88	2.06 @ 0,85
6600	1.63 @ 0,88	2.06 @ 0,85
>/7000	1.60 @ 0,88	2.04 @ 0,85
>/7500	1.53 @ 0,88	2.02 @ 0,85



## Balance of Performance FIA GT3 2016/2015 Specification



Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight kg *without driver weight	FIA Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Fuel Rig Restrictor mm	Comments
Aston Martin	GT3-032	Vantage GT3	1230	+70	1300	41,5	75	180		Restrictor 2015
Audi	GT3-038	R8 LMS	1225	+55	1280	2 x 39	65,5	128		
Bentley	GT3-035	Continental GT3	1300	+10	1310	2 x 38	70	80		Max Boost P See table
Chevrolet	GT3-045	Corvette C7	1250	+55	1305	52	65	72		
Lamborghini	GT3-040	HURACAN GT3	1230	+60	1290	2 x 38	65,5	128		
Mercedes	GT3-042	AMG GT GT3	1285	+40	1325	2 x 34,5	81	87		Lambda 0,91

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2018 \* Mind that the minimum driver weight is 85kg

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016/2017/2018 cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.3 Use of catalytic converter compulsory

1.4 Notes on boost control :

- Values are absolute pressure for ambient pressure of 1010mbar.
- Competitors must adjust boost pressure relative to ambient pressure at each event
- Control of Pboost strategy see further.

1.5 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance.

1.6 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 SRO TD one (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.



# Balance of Performance FIA GT3 2016 Specification Pboost Limits table for Turbo cars



Engine speed	Bentley Continental GT3
RPM	Pboost limit barA
4000	2.02
4250	
4500	2.00
4750	
5000	1.90
5250	
5500	1.82
5750	
6000	1.72
6250	
6500	1.62
6750	
7000	1.52
7250	
>/7500	

- 2. Control of Pboost strategy FIA
- 3. Pboost limits linear interpolation approach