



BALANCE OF PERFORMANCE FOR D TRACKS



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ZANDVOORT

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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	GT3-049	Continental GT3	1275	+25	1300	none	134	132		Max Boost P ratio limit see table
BMW	GT3-043	M6 GT3	1290	+20	1310	none	93	93		Max Boost P ratio limit see table
Ferrari	GT3-044	488 GT3	1260	+20	1280	none	73	98		Max Boost P ratio limit see table
Nissan	GT3-048	GTR Nismo GT3	1285	+15	1300	none	124	165		Max Boost P ratio limit see table
Porsche	GT3-041	991 GT3-R	1225	+25	1250	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 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 is FIA GT3 Pboost strategy
- 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

Maximum Pressure boost Limit Ratio for Turbo cars



Engine speed	Bentley Continental GT3	BMW M6 GT3	Ferrari 488 GT3	Nissan GT-R Nismo GT3
RPM	Pboost ratio @ rpm x Lambda	Pboost ratio @ rpm x Lambda	Pboost ratio @ rpm x Lambda	Pboost ratio @ rpm x Lambda
4000	1.86 @ 0,90	1.78 @ 0,92	1.47 @ 0,92	1,93 @ 0,88
4250		1.83@ 0,92	1.49 @ 0,92	
4500	1.76 @ 0,90	1.86 @ 0,92	1.51 @ 0,92	1,92 @ 0,88
4750		1.90 @ 0,92	1.53 @ 0,92	
5000	1.68 @ 0,90	1.94 @ 0,92	1.56 @ 0,92	1,90 @ 0,88
5250		1.96 @ 0,92	1.58 @ 0,92	
5500	1.61@ 0,90	1.97 @ 0,92	1.60 @ 0,92	1,89@ 0,88
5750		1.96 @ 0,92	1.62 @ 0,92	
6000	1.56 @ 0,90	1.91 @ 0,92	1.62 @ 0,92	1,85 @ 0,88
6250		1.87 @ 0,92	1.62 @ 0,92	
6500	1.47 @ 0,90	1.73 @ 0,92	1.59 @ 0,92	1,83 @ 0,88
6750		1,66 @ 0,92	1.56 @ 0,92	
6900				1,81@ 0,88
7000	1,40 @ 0,90	1.65 @ 0,92	1.54 @ 0,92	1,51 @ 0,88
7250	1.35 @ 0,90		1.49 @ 0,92	
>/7500		-	1.47 @ 0,92	

- 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	+40	1280		66	66		Max Boost P ration limit see table
LEXUS	GT3-046	RCF GT3	1300	+10	1310	2 x 38	90	280		
McLaren	GT3-037	650S	1240	+20	1260	2 x 36	67	74		Max Boost P ratio limit see table

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- 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 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 is FIA GT3 Pboost strategy
 - 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.

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

Engine speed	McLaren 650S	Acura NSX GT3
RPM	Pboost ratio limit @ rpm x lambda	Pboost ratio limit @ rpm x lambda
4000	1.82 @ 0,88	1.87 @ 0,85
4500	1.80 @ 0,88	1.87 @ 0,85
5000	1.78 @ 0,88	1.98 @ 0,85
5500	1.76 @ 0,88	2.02 @ 0,85
6000	1.73 @ 0,88	2.04 @ 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

Decisions taken by the SRO GT Bureau 07/08/2018



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	+80	1310	41,5	75	180		Restrictor 2015
Audi	GT3-038	R8 LMS	1225	+60	1285	2 x 39	65,5	128		
Bentley	GT3-035	Continental GT3	1300	+0	1300	2 x 38	70	80		Max Boost P See table
BMW	GT3-043	M6 GT3	1290	+20	1310	none	89	92		Max Boost P see table
Chevrolet	GT3-045	Corvette C7	1250	+55	1305	50	65	72		
Ferrari	GT3-044	488 GT3	1260	+10	1270	none	73	98		Max Boost P see table
Lamborghini	GT3-040	HURACAN GT3	1230	+65	1295	2 x 39	65,5	128		
Mercedes	GT3-042	AMG GT GT3	1285	+30	1315	2 x 34,5	81	87		Lambda 0,91
Porsche	GT3-041	991 GT3-R	1220	+30	1250	2 x 41,5	72	124		

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- Pboost limits linear interpolation approach

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Balance of Performance FIA GT3 2016 Specification

Maximum Pressure boost Limit Ratio for Turbo cars



Engine speed	Bentley Continental GT3	BMW M6 GT3	Ferrari 488 GT3
RPM	Pboost ratio @ rpm x lambda	Pboost ratio @ rpm x Lambda	Pboost ratio @ rpm x Lambda
4000	2.02	1.78 @ 0,92	1.47 @ 0,92
4250		1.83 @ 0,92	1.49 @ 0,92
4500	2.00	1.85 @ 0,92	1.51 @ 0,92
4750		1.87 @ 0,92	1.53 @ 0,92
5000	1.90	1.93 @ 0,92	1.56 @ 0,92
5250		1.96 @ 0,92	1.58 @ 0,92
5500	1.82	1.96 @ 0,92	1.60 @ 0,92
5750		1.96 @ 0,92	1.62 @ 0,92
6000	1.72	1.88 @ 0,92	1.62 @ 0,92
6250		1.81 @ 0,92	1.62 @ 0,92
6500	1.62	1.73 @ 0,92	1.59 @ 0,92
6750		1,66 @ 0,92	1.57 @ 0,92
7000	1.52	1.60 @ 0,92	1.54 @ 0,92
7250	1.52		1.49 @ 0,92
>/7350	1.30	-	1.45 @ 0,92

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



LED Boost Control Strategy

LED Boost control strategy
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