



BALANCE OF PERFORMANCE FOR D TRACKS



BALANCE OF PERFORMANCE FOR D Tracks:

Oschersleben - Test

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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	Comments
Aston Martin	GT3-051	Vantage AMR GT3	1285	+15	1300	none	53	53	Max Boost P see table
Audi	GT3-038	R8 LMS - EVO	1235	+80	1315	2 x 40	65,5	128	
BMW	GT3-043	M6 GT3	1290	+15	1305	none	93	93	Max Boost P see table
Chevrolet	GT3-045	Corvette C7	1250	+50	1300	52	65	72	
Ferrari	GT3-044	488 GT3	1260	+35	1295	none	73	98	Max Boost see table
Lamborghini	GT3-040	Huracan GT3 - EVO	1230	+80	1310	2 x 39	70	128	
Mercedes	GT3-042	AMG GT GT3	1285	+40	1325	2 x 34,5	81	87	Lambda 0,92 minimum
Porsche	GT3-050	991 GT3-R	1235	+20	1255	2 x 41,5	70	124	



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



Engine speed	Ferrari 488 GT3	AMR Vantage GT3	BMW M6 GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.47 @ 0,92	1.52 @ 0.91	1.78 @ 0,92
4250	1.49 @ 0.92		1.83 @ 0,92
4500	1.51 @ 0,92	1.60 @ 0.91	1.86 @ 0,92
4750	1.53 @ 0,92		1.91 @ 0,92
5000	1.56 @ 0,92	1.70 @ 0.91	1.94 @ 0,92
5250	1.58 @ 0,92		1.96 @ 0,92
5500	1.60 @ 0,92	1.77 @ 0.91	1.98 @ 0,92
5750	1.62 @ 0,92		1.96 @ 0,92
6000	1.62 @ 0,92	1.79 @ 0.91	1.91 @ 0,92
6250	1.62 @ 0,92		1.87 @ 0,92
6500	1.59 @ 0,92	1.79 @ 0.91	1.74 @ 0,92
6750	1.56 @ 0,92	1.75 @ 0,91	1,66 @ 0.92
6900			
7000	1.54 @ 0,92	1.72 @ 0.91	1.65 @ 0,92
7250	1.49 @ 0,92		
>/7500	1.47 @ 0,92		-

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



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Remarks:

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2019

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016/2017/2018/2019 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
- Pboost limits linear interpolation approach
- 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 the Sporting Regulations.

1.6 Cfr the Sporting Regulations : 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.

1.7 Fuel rig restrictor has to comply with art 257A 2019 drawing 252-7 or GTWCA own regs.

