

BALANCE OF PERFORMANCE FOR D Tracks:

Nürburgring

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| 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 |
|-------------|-------------------------|-----------------------|---------------------|----------------------|--|---------------------------------|--------------------------|-------------------------|--------------------------------------|
| Audi | GT3-038 | R8 LMS 2019 | 1235 | +80 | 1315 | 2 x 40 | 65,5 | 128 | Lambda 0,91 |
| Bentley | GT3-049 | Continental GT3 | 1275 | +20 | 1295 | none | 134 | 132 | Lambda 0,90 Max Boost P see table |
| BMW | GT3-043 | M6 GT3 | 1290 | +15 | 1305 | none | 93 | 93 | Lambda 0,92 Max Boost P see table |
| Chevrolet | GT3-045 | Corvette C7 | 1250 | +55 | 1305 | 50 | 65 | 72 | Lambda 0,88 |
| Ferrari | GT3-044 | 488 GT3 | 1260 | +25 | 1285 | none | 73 | 98 | Lambda 0,90 Max Boost see table |
| Lamborghini | GT3-040 | Huracan GT3 2019 | 1230 | +95 | 1325 | 2 x 39 | 70 | 128 | Lambda 0,89 |
| Mercedes | GT3-042 | AMG GT GT3 | 1285 | +45 | 1330 | 2 x 34,5 | 81 | 87 | Lambda 0,92 |
| Porsche | GT3-050 | 911 GT3 R (991.II) | 1235 | +40 | 1275 | 2 x 41,5 | 70 | 124 | Lambda 0,88 |
| Porsche | GT3-041 | 911 GT3 R (991) | 1225 | +25 | 1250 | 2 x 41,5 | 72 | 124 | Lambda 0,88 |

| Engine speed | Ferrari 488 GT3 | Bentley Continental GT3 | BMW M6 GT3 | BMW M6 GT3 |
|--------------|-----------------------------|-----------------------------|---|---|
| RPM | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda 4th to 6th gear | Pboost ratio @ rpm @ Lambda 1st to 3rd gear |
| 4000 | 1.47 @ 0,90 | 1.86 @ 0,90 | 1.78 @ 0,92 | 1.78 @ 0,92 |
| 4250 | 1.49 @ 0,90 | | 1.83 @ 0,92 | 1.83 @ 0,92 |
| 4500 | 1.51 @ 0,90 | 1.76 @ 0,90 | 1.86 @ 0,92 | 1.86 @ 0,92 |
| 4750 | 1.53 @ 0,90 | | 1.91 @ 0,92 | 1.91 @ 0,92 |
| 5000 | 1.56 @ 0,90 | 1.68 @ 0,90 | 1.94 @ 0,92 | 1.96 @ 0,92 |
| 5250 | 1.57 @ 0,90 | | 1.96 @ 0,92 | 1.98 @ 0,92 |
| 5500 | 1.59 @ 0,90 | 1.62 @ 0,90 | 1.98 @ 0,92 | 2.00 @ 0,92 |
| 5750 | 1.61 @ 0,90 | | 1.96 @ 0,92 | 1.98 @ 0,92 |
| 6000 | 1.61 @ 0,90 | 1.56 @ 0,90 | 1.93 @ 0,92 | 1.95 @ 0,92 |
| 6250 | 1.61 @ 0,90 | | 1.90 @ 0,92 | 1.92 @ 0,92 |
| 6500 | 1.58 @ 0,90 | 1.48 @ 0,90 | 1.74 @ 0,92 | 1.76 @ 0,92 |
| 6750 | 1.56 @ 0,90 | | 1,66 @ 0,92 | 1,66 @ 0,92 |
| 7000 | 1.54 @ 0,90 | 1.40 @ 0,90 | 1.65 @ 0,92 | 1.65 @ 0,92 |
| 7250 | 1.49 @ 0,90 | 1.28 @ 0,90 | | |
| >/7500 | 1.47 @ 0,90 | | - | |



Balance of Performance FIA GT3 2018 Specification



Remarks:

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2020

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016/2017/2018/2019/2020 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.

2. Control of Pboost strategy FIA (see further)

3. Pboost limits linear interpolation

