

BALANCE OF PERFORMANCE FOR C Tracks:

Sachsenring

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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	+85	1320	2 x 40	65,5	128	Lambda 0,91
Bentley	GT3-049	Continental GT3	1275	+35	1310	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	+35	1285	52	65	72	Lambda 0,88
Ferrari	GT3-044	488 GT3	1260	+40	1300	none	73	98	Lambda 0,90 Max Boost see table
Lamborghini	GT3-040	Huracan GT3 2019	1230	+90	1320	2 x 39	70	128	Lambda 0,89
Mercedes	GT3-042	AMG GT GT3	1285	+45	1330	2 x 34,5	81	87	Lambda 0,93
Porsche	GT3-050	911 GT3 R (991.II)	1235	+45	1280	2 x 41,5	70	124	Lambda 0,88
Porsche	GT3-041	911 GT3 R (991)	1225	+45	1270	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	1.66 @ 0,90	1.94 @ 0,92	1.97 @ 0,92
5250	1.57 @ 0,90		1.96 @ 0,92	1.99 @ 0,92
5500	1.58 @ 0,90	1.60 @ 0,90	1.98 @ 0,92	2.01 @ 0,92
5750	1.60 @ 0,90		1.96 @ 0,92	1.99 @ 0,92
6000	1.60 @ 0,90	1.55 @ 0,90	1.93 @ 0,92	1.96 @ 0,92
6250	1.60 @ 0,90		1.89 @ 0,92	1.92 @ 0,92
6500	1.58 @ 0,90	1.46 @ 0,90	1.74 @ 0,92	1.77 @ 0,92
6750	1.56 @ 0,90		1,66 @ 0,92	1,66 @ 0,92
7000	1.54 @ 0,90	1.36 @ 0,90	1.65 @ 0,92	1.65 @ 0,92
7250	1.49 @ 0,90	1.26 @ 0,90		
>/7500	1.47 @ 0,90		-	

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. Fuel saving maps are not allowed!

2. Control of Pboost strategy FIA (see further)

3. Pboost limits linear interpolation

