

BALANCE OF PERFORMANCE FOR D Tracks:

Oschersleben

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Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Total Weight without driver weight kg	Engine Restrictor size mm	Min RH Front mm	Min RH Rear mm	Lambda Fixed	Comments
Audi	GT3-038	R8 LMS EVO II	1260	60	1320	2 x 36	65,5	128	0,91	
BMW	GT3-053	M4 GT3	1265	25	1290	none	84,5	83,5	1,10	Max Pboost see table
Lamborghini	GT3-040	Huracan GT3 2019	1230	90	1320	2 x 39	70	128	0,89	
Mercedes	GT3-042	AMG GT3	1285	45	1330	2 x 34,5	81	87	0,92	
Porsche	GT3-050	991 GT3-R	1235	55	1290	2 x 41,5	70	124	0,88	

Remarks:

1.1 Additional weight must be installed in accordance with Appendix J article 257A – 2022

1.2 Technical drawings of air restrictors for NA 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 GT Bureau is allowed to modify any parameter required to establish the balance of performance cfr the current Regulations.

1.6 Cfr the current 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 Maximum static rear camber -3,5°

1.8 BMW (GT3-053) M4 GT3 – Engine settings as during Official Test @ Oschersleben and datasheet date 220404 98E10.

2. Control of Pboost strategy FIA (see further)

3. Pboost limits linear interpolation

Engine speed	BMW M4 GT3
RPM	Pboost ratio @ rpm @ Lambda
4000	2.33 @ 1.10
4250	2.38 @ 1.10
4500	2.45 @ 1.10
4750	2.50 @ 1.10
5000	2.53 @ 1.10
5250	2.58 @ 1.10
5500	2.68 @ 1.10
5750	2.74 @ 1.10
6000	2.76 @ 1.10
6250	2.80 @ 1.10
6500	2.70 @ 1.10
6750	2.60 @ 1.10
7000	2.38 @ 1.10
7250	2.23 @ 1.10
>=7500	2.00 @ 1.10

