

BALANCE OF PERFORMANCE FOR D TRACKS:

NÜRBURGRING (SPRINT)

These balance of performance measures are the result of the tests, research, analysis and projections performed by SRO Ltd and are the sole property of SRO Ltd. Other series promoters, race organisers and national sporting authorities cannot use all or part of them without SRO Ltd's prior written consent. Any contravention will result in a legal action.

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	40	1300	2 x 36	65,5	128	0,91	
BMW	GT3-053	M4 GT3	1265	50	1315	none	82,5	81,5	1,10	Max Pboost see table
Ferrari	GT3-056	296 GT3	1275	25	1300	none	80	83	0,90	Max Pboost see table
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	60	1310	1 x 51	70	128	0,91	
Mercedes	GT3-042	AMG GT3	1285	35	1320	2 x 34,5	81	87	0,93	
Porsche	GT3-055	911 GT3-R (992)	1250	60	1310	2 x 38	96	120	0,89	

1. Remarks:

1.1 Additional weight must be installed in accordance with Appendix J article 257A – 2023

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

Engine speed	BMW M4 GT3	Ferrari 296 GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	2.330 @ 1.10	1.79 @ 0.90
4250	2.380 @ 1.10	1.91 @ 0.90
4500	2.450 @ 1.10	2.06 @ 0.90
4750	2.480 @ 1.10	2.21 @ 0.90
5000	2.500 @ 1.10	2.40 @ 0.90
5250	2.550 @ 1.10	2.40 @ 0.90
5500	2.590 @ 1.10	2.39 @ 0.90
5750	2.630 @ 1.10	2.38 @ 0.90
6000	2.660 @ 1.10	2.37 @ 0.90
6250	2.680 @ 1.10	2.36 @ 0.90
6500	2.590 @ 1.10	2.35 @ 0.90
6750	2.490 @ 1.10	2.34 @ 0.90
7000	2.400 @ 1.10	2.33 @ 0.90
7250	2.230 @ 1.10	2.31 @ 0.90
7500	2.200 @ 1.10	2.27 @ 0.90
8000	2.050 @ 0.90	2.08 @ 0.90
8100	1.000 @ 0.90	1.00 @ 0.90

LED Boost control strategy
V11 GT3

