

BALANCE OF PERFORMANCE FOR:

LAUSITZRING

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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	Min Wing Angle °	Lambda Fixed	Comments
Audi	GT3-038	R8 LMS EVO II	1260	40	1300	2 x 36,5	65,5	128	6	0,91	
BMW	GT3-053	M4 GT3 EVO	1288	12	1300	none	82,5	81,5	4	1,10	Max Pboost see table
Ford	GT3-058	Mustang GT3	1288	32	1320	2 x 38	87	94	6	0,88	
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	105	1355	1 x 50	70	128	11	0,91	
Mercedes	GT3-042	AMG GT3	1285	55	1340	2 x 34,5	81	87	6	0,90	
Porsche	GT3-055	911 GT3-R (992)	1250	75	1325	2 x 39,5	101	120	10	0,89	

1. Remarks:

1.1 Technical drawings of air restrictors for NA cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.2 Use of catalytic converter compulsory

1.3 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.

1.4 The SRO GT Bureau is allowed to modify any parameter required to establish the balance of performance cfr the current Regulations.

1.5 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.

1.6 Min wing angle ° for rake 0° + tolerance of 0.1°.

Engine speed	BMW M4 GT3
RPM	Pboost ratio @ rpm @ Lambda
4000	2.40 @ 1.10
4250	
4500	2.60 @ 1.10
4750	
5000	2.64 @ 1.10
5250	
5500	2.68 @ 1.10
5750	
6000	2.69 @ 1.10
6250	2.69 @ 1.10
6500	2.58 @ 1.10
6750	
7000	2.36 @ 1.10
7250	
7500	2.10 @ 1.10
7750	
8000	
8100	

