



BALANCE OF PERFORMANCE FOR NÜRBURGRING



BALANCE OF PERFORMANCE FOR:

NÜRBURGRING

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 mm	Min RH Front mm	Min RH Rear mm	Min GC mm	Min Wing Angle °	Lambda Fixed	Comments
Aston Martin	GT3-051	Vantage AMR GT3 EVO	1280	10	1290	none	53	53	50	7	0,91	Max Pboost see table
Audi	GT3-038	R8 LMS EVO II	1260	45	1305	2 x 36,5	65,5	128	50	6	0,91	
BMW	GT3-053	M4 GT3 EVO	1300	20	1320	none	82,5	81,5	50	5	0,90	Max Pboost see table
Ford	GT3-058	Mustang GT3 EVO	1313	17	1330	2 x 37	84	92	40	8	0,88	
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	100	1350	1 x 49	90	140	50	10	0,91	Max wing angle 11,5°
Mercedes	GT3-042	AMG GT3 EVO	1315	10	1325	2 x 35	81	87	40	7	0,90	ECU MAP 2026
Porsche	GT3-055	911 GT3-R (992) EVO	1310	10	1320	2 x 39,5	101	120	50	7,3	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°.

Balance of Performance FIA GT3 Specification Pboost Ratio table for Turbo cars

Engine speed	Aston Martin Vantage AMR GT3 EVO	BMW M4 GT3 EVO
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.91 @ 0.91	2.42 @ 0.90
4250		
4500	1.94 @ 0.91	2.40 @ 0.90
4750		
5000	1.94 @ 0.91	2.34 @ 0.90
5250		
5500	1.95 @ 0.91	2.27 @ 0.90
5750		
6000	1.93 @ 0.91	2.23 @ 0.90
6250		2.20 @ 0.90
6500	1.91 @ 0.91	2.16 @ 0.90
6750		
7000	1.86 @ 0.91	1.99 @ 0.90
7250	1.37 @ 0.91	1.96 @ 0.90
7500		1.71 @ 0.90
7750		
8000		1.00 @ 0.90
8100		

Balance of Performance

FIA GT3 Specification

Pboost Control Strategy

