BALANCE OF PERFORMANCE FOR:

HOCKENHEIM

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Balance of Performance
FIA GT3 Specification

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	30	**1310**	**none**	**53**	**53**	**50**	**7**	**0,91**	Max Pboost see table
Audi	GT3-038	R8 LMS EVO II	1260	65	**1325**	**2 x 36,5**	**65,5**	**128**	**50**	**6**	**0,91**	
BMW	GT3-053	M4 GT3 EVO	1300	15	**1315**	**none**	**82,5**	**81,5**	**50**	**5**	**0.90**	Max Pboost see table
Ford	GT3-058	Mustang GT3 EVO	1313	22	**1335**	**2 x 38**	**98**	**108**	**50**	**8,5**	**0,88**	
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	90	**1340**	**1 x 50**	**85**	**135**	**50**	**10**	**0,91**	Max wing angle 11,5°
Porsche	GT3-055	911 GT3-R (992) EVO	1310	15	**1325**	**2 x 39,5**	**101**	**120**	**50**	**8**	**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 multiplicated 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	1.90 @ 0.91	2.42 @ 0.90
4250		
4500	1.94 @ 0.91	2.40 @ 0.90
4750		
5000	1.95 @ 0.91	2.36 @ 0.90
5250		
5500	1.94 @ 0.91	2.28 @ 0.90
5750		
6000	1.92 @ 0.91	2.23 @ 0.90
6250		2.18 @ 0.90
6500	1.90 @ 0.91	2.15 @ 0.90
6750		
7000	1.85 @ 0.91	2.00 @ 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

