



BALANCE OF PERFORMANCE FOR C TRACKS



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HOCKENHEIM

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Balance of Performance FIA GT3 Specification



Make	FIA GT3 Homologation	Model	Min Weight	BOP Ballast	Total Weight without driver weight	Engine Restrictor size mm	Min RH Front mm	Min RH Rear mm	Lambda Fixed	Comments
Audi	GT3-038	R8 LMS GT3 EVO II	1260	55	1315	2 x 36	65.5	128	0.91	
BMW	GT3-053	G82 M4 GT3	1265	40	1305	none	82.5	81.5	1.10	Max Pboost see table
Ferrari	GT3-056	296 GT3	1275	30	1305	none	80	83	0.90	Max Pboost see table
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	95	1345	1 x 51	70	128	0.91	
Mercedes	GT3-042	AMG GT3 EVO	1285	40	1325	2 x 34,5	81	87	0.92	
Porsche	GT3-055	911 GT3-R (992)	1250	75	1325	2 x 39,5	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 Maximum static rear camber -3,5°

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

1.9 Aero devices can not be covered by tape or paint.

1.10 For the following cars : BMW M4 GT3, Ferrari 296 GT3, Lamborghini Huracan GT3 EVO2, Porsche 911 GT3 R (992), only the springs registered with SRO can be used.

2. Control of Pboost strategy FIA (see further)

3. Pboost limits linear interpolation



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



Engine speed	BMW M4 GT3	Ferrari 296 GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	2.33 @ 1.10	1.78 @ 0.90
4250	2.38 @ 1.10	1.91 @ 0.90
4500	2.45 @ 1.10	2.06 @ 0.90
4750	2.50 @ 1.10	2.21 @ 0.90
5000	2.53 @ 1.10	2.50 @ 0.90
5250	2.57 @ 1.10	2.50 @ 0.90
5500	2.61 @ 1.10	2.48 @ 0.90
5750	2.64 @ 1.10	2.48 @ 0.90
6000	2.66 @ 1.10	2.45 @ 0.90
6250	2.64 @ 1.10	2.42 @ 0.90
6500	2.55 @ 1.10	2.39 @ 0.90
6750	2.45 @ 1.10	2.36 @ 0.90
7000	2.38 @ 1.10	2.34 @ 0.90
7250	2.23 @ 1.10	2.31 @ 0.90
7500	2.10 @ 1.10	2.28 @ 0.90
7750	2.05 @ 1.10	2,24 @ 0.90
8000	2.00 @ 1.10	2.14 @ 0.90
8100	1.00 @ 1.10	1.00 @ 0.90



Balance of Performance FIA GT3 Specification Pboost Control Strategy

