



## BALANCE OF PERFORMANCE FOR D TRACKS



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#### NORISRING

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# Balance of Performance FIA GT3 Specification



	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
<b>Audi</b>	GT3-038	R8 LMS EVO II	1260	<b>45</b>	<b>1305</b>	<b>2 x 36,5</b>	65,5	128	0,91	
<b>BMW</b>	GT3-053	M4 GT3	1265	<b>55</b>	<b>1320</b>	<b>none</b>	82,5	81,5	1,10	Max Pboost see table
<b>Ferrari</b>	GT3-056	296 GT3	1275	<b>25</b>	<b>1300</b>	<b>none</b>	80	83	0,90	Max Pboost see table
<b>Lamborghini</b>	GT3-054	Huracan GT3 EVO2	1250	<b>70</b>	<b>1320</b>	<b>1 x 51</b>	70	128	0,91	
<b>McLaren</b>	GT3-052	720S GT3 EVO	1250	<b>60</b>	<b>1310</b>	<b>none</b>	65	70	0,88	Max Pboost see table
<b>Mercedes</b>	GT3-042	AMG GT3	1285	<b>45</b>	<b>1330</b>	<b>2 x 36</b>	81	87	0,90	
<b>Porsche</b>	GT3-055	911 GT3-R (992)	1250	<b>45</b>	<b>1295</b>	<b>2 x 39,5</b>	101	120	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 BMW (GT3-053) M4 GT3 – Engine settings as during Official Test @ Oschersleben 2023 and datasheet date 220404 98



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



Engine speed	BMW M4 GT3	Ferrari 296 GT3	McLaren 720 S GT3 EVO
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	2.33 @ 1.10	2.20 @ 0.90	1.78 @ 0.88
4250	2.38 @ 1.10	2.40 @ 0.90	
4500	2.45 @ 1.10	2.40 @ 0.90	1.76 @ 0.88
4750	2.48 @ 1.10	2.50 @ 0.90	
5000	2.54 @ 1.10	2.48 @ 0.90	1.75 @ 0.88
5250	2.60 @ 1.10	2.46 @ 0.90	
5500	2.64 @ 1.10	2.44 @ 0.90	1.74 @ 0.88
5750	2.67 @ 1.10	2.44 @ 0.90	
6000	2.67 @ 1.10	2.44 @ 0.90	1.69 @ 0.88
6250	2.67 @ 1.10	2.42 @ 0.90	
6500	2.58 @ 1.10	2.40 @ 0.90	1.61 @ 0.88
6750	2.49 @ 1.10	2.38 @ 0.90	
7000	2.37 @ 1.10	2.36 @ 0.90	1.52 @ 0.88
7250	2.23 @ 1.10	2.33 @ 0.90	
7500	2.20 @ 1.10	2.31 @ 0.90	1.47 @ 0.88
7750	2.05 @ 1.10	2.24 @ 0.90	
8000	2.00 @ 1.10	2.12 @ 0.90	1.42 @ 0.88
8100	1.00 @ 1.10	1.00 @ 0.90	1.10 @ 0.88



# Balance of Performance FIA GT3 Specification Pboost Control Strategy

