



BALANCE OF PERFORMANCE FOR GT3 cars



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IMOLA

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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 |
|-------------|----------------------|---------------------|------------|-------------|------------------------------------|---------------------------|-----------------|----------------|--------------|----------------------|
| Acura/Honda | GT3-047 | NSX EVO2 | 1260 | 35 | 1295 | none | 66 | 66 | 0,88 | Max Pboost see table |
| Audi | GT3-038 | R8 LMS EVO II | 1260 | 60 | 1320 | 2 x 36,5 | 66 | 130 | 0,91 | |
| BMW | GT3-053 | G82 M4 GT3 EVO | 1265 | 55 | 1320 | none | 84 | 89 | 0,90 | Max Pboost see table |
| Ferrari | GT3-056 | 296 GT3 | 1275 | 45 | 1320 | none | 80 | 83 | 0,90 | Max Pboost see table |
| Ferrari | GT3-056 | 296 GT3 EVO | 1275 | 40 | 1315 | none | 80 | 83 | 0,90 | Max Pboost see table |
| Lamborghini | GT3-054 | Huracan GT3 EVO2 | 1250 | 95 | 1345 | 1 x 51 | 90 | 140 | 0,91 | Max wing angle 11,5° |
| McLaren | GT3-052 | 720S GT3 EVO | 1250 | 70 | 1320 | none | 72 | 92 | 0,88 | Max Pboost see table |
| Mercedes | GT3-042 | AMG GT3 EVO | 1285 | 55 | 1340 | 2 x 34,5 | 92 | 98 | 0,93 | |
| Porsche | GT3-055 | 911 GT3-R (992) EVO | 1250 | 80 | 1330 | 2 x 39,5 | 101 | 120 | 0,89 | |

1.1 Additional weight must be installed in accordance with article 257A

1.2 Technical drawings of air restrictors for FIA GT3 cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.3 Use of catalytic converter compulsory

1.4 Aero devices can not be covered by tape, vinyl or any other material or paint. Only cut out lettering on the top surface of the wing and official stickers on the wing end plates is allowed.

1.5 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance.

1.6 Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) and other info (acceleration rates, spark plugs/ airbox filter, engine oil,...) is collected during BOP tests and/or official tests and/or torque/power bench tests and will be used for checks.

1.7 Max rear camber -3,5° Max front camber -4,0°

1.8 For all cars only the springs registered with SRO can be used.



Balance of Performance FIA GT3 2018 Specification Pboost Limits table for Turbo cars



| Engine speed | Acura/ Honda NSX GT3 EVO2 | Aston Martin Vantage AMR GT3 EVO | Ferrari 296 GT3 | Ferrari 296 GT3 EVO | McLaren 720S GT3 EVO | BMW M4 GT3 |
|--------------|------------------------------------|---|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| RPM | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda |
| 4000 | 1.93 @ 0.88 | 1.74 @ 0.91 | 1.78 @ 0.90 | 2.24 @ 0.90 | 1.78 @ 0,88 | 2.41 @ 0.90 |
| 4250 | | | | | | |
| 4500 | 1.97 @ 0.88 | 1.79 @ 0.91 | 2.05 @ 0.90 | 2.38 @ 0.90 | 1.76 @ 0,88 | 2.39 @ 0.90 |
| 4750 | | | 2.46 @ 0.90 | | | |
| 5000 | 2.00 @ 0.88 | 1.81 @ 0.91 | 2.48 @ 0.90 | 2.48 @ 0.90 | 1.73 @ 0,88 | 2.33 @ 0.90 |
| 5250 | | | | | | |
| 5500 | 2.00 @ 0.88 | 1.83 @ 0.91 | 2.44 @ 0.90 | 2.46 @ 0.90 | 1.70 @ 0,88 | 2.26 @ 0.90 |
| 5750 | | | | | | |
| 6000 | 1.98 @ 0.88 | 1.84 @ 0.91 | 2.41 @ 0.90 | 2.42 @ 0.90 | 1.66 @ 0,88 | 2.20 @ 0.90 |
| 6250 | | | | | | 2.18 @ 0.90 |
| 6500 | 1.96 @ 0.88 | 1.82 @ 0.91 | 2.36 @ 0.90 | 2.36 @ 0.90 | 1.55 @ 0,88 | 2.14 @ 1.00 |
| 6750 | | | | | | |
| 7000 | 1.93 @ 0.88 | 1.79 @ 0.91 | 2.30 @ 0.90 | 2.30 @ 0.90 | 1.45 @ 0,88 | 2.01 @ 0.90 |
| 7250 | | 1.37 @ 0.91 | | | | 1.94 @ 0.90 |
| >/7500 | 1.86 @ 0.88 | | 2.25 @ 0.90 | 2.23 @ 0.90 | 1.39 @ 0,88 | 1.75 @ 0.90 |
| 8000 | 1.20 @ 0.88 | | 2.10 @ 0.90 | 2.08 @ 0.90 | 1.34 @ 0,88 | |
| 8100 | | | 1.00 @ 0.90 | 1.00 @ 0.90 | 1.10 @ 0,88 | 1.00 @ 0.90 |

1 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.

2.Control of Pboost strategy via SRO DL1 Datalogger and pressure sensors:

IF

- Throttle is > 30% open AND
- RPM is > 3000 AND
- Longitudinal Acceleration is increasing or constant or >/0 AND
- OVERBOOST > "Limit + 10 mbar" is recorded for more than 50ms

THEN

- Flag and report to the stewards