BALANCE OF PERFORMANCE FOR FIA GT3 CARS

BALANCE OF PERFORMANCE FOR:

MISANO

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Balance of Performance
FIA GT3 CARS

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	10	1270	none	66	66	0,88	Max Pboost see table
Audi	GT3-038	R8 LMS EVO II	1260	50	1310	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	50	1325	none	80	83	0,90	Max Pboost see table
Ferrari	GT3-056	296 GT3 EVO	1270	45	1315	none	80	83	0,90	Max Pboost see table
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	95	1345	1 x 50	95	140	0,91	Max wing angle 11,5°
McLaren	GT3-052	720S GT3 EVO	1250	55	1305	none	72	92	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3 EVO	1285	45	1330	2 x 34,5	92	98	0,93	
Porsche	GT3-055	911 GT3-R (992) EVO	1250	70	1320	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.

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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	1.76 @ 0.91	1.78 @ 0.90	2.24 @ 0.90	1.78 @ 0,88	2.41 @ 0.90
4250						
4500	1.97 @ 0.88	1.80 @ 0.91	2.05 @ 0.90	2.38 @ 0.90	1.78 @ 0,88	2.39 @ 0.90
4750			2.46 @ 0.90			
5000	2.00 @ 0.88	1.82 @ 0.91	2.46 @ 0.90	2.48 @ 0.90	1.75 @ 0,88	2.36 @ 0.90
5250						
5500	2.00 @ 0.88	1.84 @ 0.91	2.44 @ 0.90	2.46 @ 0.90	1.73 @ 0,88	2.28 @ 0.90
5750						
6000	1.98 @ 0.88	1.84 @ 0.91	2.41 @ 0.90	2.42 @ 0.90	1.67 @ 0,88	2.24 @ 0.90
6250						2.20 @ 0.90
6500	1.96 @ 0.88	1.82 @ 0.91	2.36 @ 0.90	2.36 @ 0.90	1.56 @ 0,88	2.17 @ 1.00
6750						
7000	1.93 @ 0.88	1.79 @ 0.91	2.30 @ 0.90	2.30 @ 0.90	1.45 @ 0,88	2.04 @ 0.90
7250		1.37 @ 0.91				1.96 @ 0.90
>/7500	1.86 @ 0.88		2.25 @ 0.90	2.25 @ 0.90	1.39 @ 0,88	1.75 @ 0.90
8000	1.20 @ 0.88		2.10 @ 0.90	2.08 @ 0.90	1.36 @ 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 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.

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