

BALANCE OF PERFORMANCE FOR :

2026 MONZA

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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	Min Wing Angle °	Lambda Fixed	Comments
Acura/Honda	GT3-047	NSX EVO2	1260	10	1270	none	66	66	2	0,88	Max Pboost see table
Audi	GT3-038	R8 LMS GT3 EVO II	1260	60	1320	2 x 37	70	140	6	0,91	
BMW	GT3-053	M4 GT3 EVO	1288	27	1315	none	84	89	5	0,90	Max Pboost see table
Corvette	GT3-057	Z06 GT3.R	1250	80	1330	1 x 52	110	142	7	0,88	
Ferrari	GT3-056	296 GT3 EVO	1270	50	1320	none	82	85	3,5	0,90	Max Pboost see table
Ferrari	GT3-056	296 GT3	1275	45	1320	none	84	87	5	0,90	
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	85	1335	1 x 50	99	147	9	0,90	Max Pboost see table
McLaren	GT3-052	720S GT3 EVO	1250	70	1320	none	72	94	7	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3 EVO	1285	65	1340	2 x 35	93	100	6	0,91	
Porsche	GT3-055	911 GT3 R (992) EVO	1250	65	1315	2 x 39,5	101	125	7	0,89	

1. Remarks:

- 1.1 Additional weight must be installed in accordance with 2026 FIA Appendix J International Sporting Code article 257A . Driver pairing weight has to be installed in the ballast box. It should be identifiable and installed as a whole and is not part of the total weight of the car with BOP ballast.
- 1.2 In accordance with article 257A Appendix J 2026 , the use of the foam supplied by and installed following the directives from the manufacturer of the fuel cell is recommended.
- 1.3 Technical drawings of air restrictors for FIA GT3 cars are registered with FIA. Only restrictors in compliance with this registration are allowed
- 1.4 Use of catalytic converter compulsory
- 1.5 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance cfr the Sporting Regulations.
- 1.6 Cfr the Sporting Regulations : Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure drop, etc) and performance data (acceleration rates, V-max, aero data,...) are the ones collected during Official Tests, BOP tests and Dyno Tests and will be used for checks. Lambda is fixed. Fuel saving maps are not allowed!
- 1.7 Refueling rigs, refueling rig restrictors shape and refueling couplers need to comply with art 257A Appendix J 2024 and Sporting /Technical regs/Notes
- 1.8 * If Krontec 88 K SL, if other Krontec coupler, refueling restrictor size reduces with 2 mm.
- 1.9 Aero devices can not be covered by tape or paint.
- 1.10 Maximum front static camber is -4° . Maximum rear static camber is -3,5°
- 1.11 Minimum ground clearance ruling from art 257A appendix J applies for all cars from 2022 on.
- 1.12 Only springs homologated in the FIA GT3 homologation file can be used for FIA GT3-042 and FIA GT3-052. For FIA GT3-038, FIA GT3-051, FIA GT3-053, FIA GT3-054, FIA GT3-055, FIA GT3-056, FIA GT3-057 and FIA GT3-058 only springs allowed by SRO Motorsports Group can be used.
- 1.13 Pboost limitation and Pboost control strategy, see further.
- 1.14 All parts shown or specified in the FIA GT3 Homologation must be used exactly as supplied by the respective car manufacturer. Any modification or treatment is forbidden. The specification, material, weight or function may not be altered.
- 1.15 Cars need to comply with additional DTM/SRO information files. Teams need to check with their manufacturer. Knock back springs have to be mounted in the brake calipers.
- 1.16 GC control can be done at all times, reference is with driver weight and 50% of the total fuel capacity mentioned in the BOP. The volume can be translated in weight following the Total Energies document on Density according to temperature for the Excellium Racing Evo fuel. Min GC for FIA GT3 cars homologated from 2022 onwards is 50 mm, 46 mm for GT3-058 and 42 mm for FIA GT3-042

BALANCE OF PERFORMANCE

FIA GT3 CARS

Maximum Pboost Limit ratio for Turbo cars

Engine speed	Acura/Honda NSX GT3 EVO2	BMW M4 GT3 EVO	Ferrari 296 GT3 EVO	Ferrari 296 GT3	McLaren 720 S GT3 EVO
RPM	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	2.38 @ 0.90	2.30 @ 0.90	1.80 @ 0.90	1.78 @ 0.88
4250					
4500	1.97 @ 0.88	2.36 @ 0.90	2.41 @ 0.90	2.05 @ 0.90	1.76 @ 0.88
4750					
5000	2.00 @ 0.88	2.31 @ 0.90	2.47 @ 0.90	2.44 @ 0.90	1.73 @ 0.88
5250					
5500	2.00 @ 0.88	2.23 @ 0.90	2.44 @ 0.90	2.37 @ 0.90	1.71 @ 0.88
5750					
6000	2.00 @ 0.88	2.18 @ 0.90	2.42 @ 0.90	2.35 @ 0.90	1.65 @ 0.88
6250		2.16 @ 0.90			
6500	1.99 @ 0.88	2.10 @ 0.90	2.39 @ 0.90	2.32 @ 0.90	1.62 @ 0.88
6750					
7000	1.99 @ 0.88	1.99 @ 0.90	2.34 @ 0.90	2.28 @ 0.90	1.52 @ 0.88
7250		1.94 @ 0.90			
7500	1.97 @ 0.88	1.70 @ 0.90	2.28 @ 0.90	2.22 @ 0.90	1.44 @ 0.88
8000	1.20 @ 0.88	1.00 @ 0.90	2.08 @ 0.90	2.10 @ 0.90	1.38 @ 0.88
8100			1.00 @ 0.90		1.10 @ 0.88
8250					

2. 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.

3. Control of Pboost strategy via Series Datalogger and pressure sensors:

IF

- Throttle is > 25 % open AND
- RPM is > 3000 AND
- Longitudinal Acceleration is increasing or constant or >0 AND
- OVERBOOST > " Pboost Limit + 10 mbar" is recorded for more than 50ms

THEN

- Flag and report to the stewards