



## BALANCE OF PERFORMANCE FOR D TRACKS



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#### NORISRING

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## Balance of Performance FIA GT3 Specification



|             | FIA GT3<br>Homologation | Model            | Min Weight<br>kg | BOP Ballast<br>kg | Total Weight<br>without driver<br>weight kg | Engine<br>Restrictor<br>size mm | Min RH<br>Front<br>mm | Min RH<br>Rear<br>mm | Lambda<br>Fixed | Comments             |
|-------------|-------------------------|------------------|------------------|-------------------|---------------------------------------------|---------------------------------|-----------------------|----------------------|-----------------|----------------------|
| Audi        | GT3-038                 | R8 LMS EVO II    | 1260             | 45                | 1305                                        | 2 x 36,5                        | 65,5                  | 128                  | 0,91            |                      |
| BMW         | GT3-053                 | M4 GT3           | 1265             | 55                | 1320                                        | none                            | 82,5                  | 81,5                 | 1,10            | Max Pboost see table |
| Ferrari     | GT3-056                 | 296 GT3          | 1275             | 25                | 1300                                        | none                            | 80                    | 83                   | 0,90            | Max Pboost see table |
| Lamborghini | GT3-054                 | Huracan GT3 EVO2 | 1250             | 70                | 1320                                        | 1 x 51                          | 70                    | 128                  | 0,91            |                      |
| McLaren     | GT3-052                 | 720S GT3 EVO     | 1250             | 60                | 1310                                        | none                            | 65                    | 70                   | 0,88            | Max Pboost see table |
| Mercedes    | GT3-042                 | AMG GT3          | 1285             | 45                | 1330                                        | 2 x 36                          | 81                    | 87                   | 0,90            |                      |
| Porsche     | GT3-055                 | 911 GT3-R (992)  | 1250             | 45                | 1295                                        | 2 x 39,5                        | 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<br>M4 GT3                  | Ferrari<br>296 GT3             | McLaren<br>720 S GT3 EVO       |
|--------------|--------------------------------|--------------------------------|--------------------------------|
| RPM          | Pboost ratio @<br>rpm @ Lambda | Pboost ratio @<br>rpm @ Lambda | Pboost ratio @ rpm<br>@ 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                    |

