

BALANCE OF PERFORMANCE FOR :

SEPANG

In accordance with the 2022 FGTWC Asia Sporting Regulations

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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	Lambda Fixed	Comments
Acura/Honda	GT3-047	NSX EVO2	1260	50	1310	none	66	66	0,88	Max Pboost see table
Aston Martin	GT3-051	AMR Vantage GT3	1285	30	1315	none	53	53	0,91	Max Pboost see table
Audi	GT3-038	R8 LMS GT3 EVO II	1260	80	1340	2 x 37	65,5	128	0,91	
Bentley	GT3-049	Continental GT3	1275	25	1300	none	134	132	0,90	Max Pboost see table
BMW	GT3-043	M6 GT3	1290	15	1305	none	93	93	0,92	Max Pboost see table
BMW	GT3-053	G82 M4 GT3	1265	35	1300	none	84,5	83,5	1,10	Max Pboost see table
Ferrari	GT3-044	488 GT3	1260	40	1300	none	73	98	0,90	Max Pboost see table
Lamborghini	GT3-040	Huracan GT3 2019	1230	85	1315	2 x 39	65,5	128	0,89	
Lexus	GT3-046	RC F - GT3	1300	15	1315	2 x 40	90	280	0,86	
McLaren	GT3-052	720 GT3	1205	70	1275	none	65	70	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3	1285	45	1330	2 x 34,5	81	87	0,92	
Nissan	GT3-048	GTR Nismo GT3	1285	40	1325	none	124	165	0,88	Max Pboost see table
Porsche	GT3-041	911 GT3-R (991)	1225	40	1265	2 x 41,5	72	124	0,88	
Porsche	GT3-050	991 GT3-R (991.II)	1235	40	1275	2 x 41,5	70	124	0,88	

Maximum Pboost Limit ratio for Turbo cars

Engine speed	Acura/ Honda NSX GT3	AMR Vantage GT3	Bentley Continental GT3	BMW M6 GT3	BMW M4 GT3	Ferrari 488 GT3	McLaren 720 S GT3	Nissan GT-R Nismo 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	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.87 @ 0.88	1.54 @ 0.91	1.86 @ 0,90	1.78 @ 0.92	2.33 @ 1.10	1.47 @ 0,90	1.76 @ 0,88	1.94 @ 0.88
4250				1.85 @ 0.92		1.49 @ 0,90		
4500	1.93 @ 0.88	1.64 @ 0.91	1.76 @ 0,90	1.88 @ 0.92	2.42 @ 1.10	1.51 @ 0,90	1.73 @ 0,88	1.93 @ 0.88
4750				1.92 @ 0.92		1.53 @ 0,90		
5000	1.96 @ 0.88	1.75 @ 0.91	1.67 @ 0,90	1.94 @ 0.92	2.48 @ 1.10	1.55 @ 0,90	1.70 @ 0,88	1.90 @ 0.88
5250				1.96 @ 0.92	2.53 @ 1.10	1.57 @ 0,90		
5500	1.98 @ 0.88	1.81 @ 0.91	1.60 @ 0,90	1.98 @ 0.92	2.62 @ 1.10	1.58 @ 0,90	1.70 @ 0,88	1.85 @ 0.88
5750				1.96 @ 0.92	2.68 @ 1.10	1.59 @ 0,90		
6000	1.99 @ 0.88	1.83 @ 0.91	1.56 @ 0,90	1.94 @ 0.92	2.70 @ 1.10	1.60 @ 0,90	1.61 @ 0,88	1.81 @ 0.88
6250				1.92 @ 0.92	2.73 @ 1.10	1.58 @ 0,90		
6500	2.00 @ 0.88	1.82 @ 0.91	1.46 @ 0,90	1.78 @ 0.92	2.64 @ 1.10	1.57 @ 0,90	1.55 @ 0,88	1.77 @ 0.88
6750		1.81 @ 0,91		1.66 @ 0.92	2.54 @ 1.10	1.56 @ 0,90		
6900								1.75 @ 0.88
7000	1.99 @ 0.88	1.79 @ 0.91	1.36 @ 0,90	1.62 @ 0.92	2.38 @ 1.10	1.54 @ 0,90	1.45 @ 0,88	1.40 @ 0.88
7250		1.37 @ 0.91	1.25 @ 0,90	1.40 @ 0.92	2.23 @ 1.10	1.49 @ 0,90		
7500	1.97 @ 0.88		-		2.10 @ 1.10	1.47 @ 0,90	1.39 @ 0,88	
7600						1.37 @ 0.90		
8000	1.20 @ 0.88						1.34 @ 0,88	
8100							1.10 @ 0,88	

Decisions taken by the SRO GT Bureau 20/05/2022

1. Remarks:

- 1.1 Additional weight must be installed in accordance with 2022 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 2022 , the fuel cell must be equipped with the mandatory foam supplied by and installed following the directives from the manufacturer of the fuel cell.
- 1.3 Technical drawings of air restrictors 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) is the one collected during BOP tests and will be used for checks. Lambda is fixed. Fuel saving maps are not allowed!
- 1.7 Aero devices can not be covered by tape or paint.
- 1.8 Max rear camber static is $-3,5^{\circ}$
- 1.9 Only springs homologated in the FIA GT3 homologation file and for new FIA GT3 cars homologated from 2022, only springs allowed by SRO Motorsports Group and the manufacturer , can be used.

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 $> 30\%$ open AND
- RPM is > 3000 AND
- Longitudinal Acceleration is increasing or constant or $>/0$ AND
- OVERBOOST $> \text{“Limit} + 15 \text{ mbar”}$ is recorded for more than 50ms

THEN

- Flag and report to the stewards

Make	Model	Min Weight kg	Comments
Ferrari	F488 Challenge EVO	1410	RH as in Challenge
Lamborghini	Super Trofeo	1300	Restrictor 41mm RH as in Super Trofeo
Porsche	991.2 CUP	1220	RH as in Carrera CUP
Porsche	991.2 CUP ABS	1230	RH as in Carrera CUP

Make	Model	Min Weight kg	BOP Ballast kg	Total weight	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Aston Martin	Vantage AMR GT4	1445	+70	1515	93	+15	102	+5	SRO 2020 MAP 3 ECU MAP BOP 2020
Audi	R8 GT4	1460	+55	1515	95	+15	107	+0	Restrictor 44 mm
BMW	M4 GT4	1430	+50	1480	124	+5	119	+0	Gold Stick / Silver Stick when =< 950mBar
Ford	Mustang GT4	1490	+20	1510	102	+10	203	+0	Restrictor 63 mm ECU MAP BOP 2020
Ginetta	G56 GT4	1300	+25	1325	60	+20	60	+10	Restrictor 46 mm
McLaren	570S GT4	1425	+15	1440	77	+5	90	+0	2019 MAP ECU MAP BOP 2020
Mercedes	AMG GT4	1400	+55	1455	93	+15	96	+5	Power Level 2 MAP 2019 ECU BOP 2020
Porsche	718 Cayman GT4 RS Clubsport	1330	+70	1400	97	+10	100	+10	Restrictor 53,7 mm ECU BOP MAP 2022
Toyota	GR SUPRA GT4	1360	+25	1385	175	+5	175	+5	Blue Power Stick BOP 2021

Remarks :

- Additional BOP Ballast must be installed according with art. 4.2 and art 4.3 of the GT4 Technical Regulations
- ECU BOP maps are saved in the dataloggers for scrutineering.
- GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate
- SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.
- Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is the one collected during BOP tests and will be used for checks. If noted differently in comments the (e.g. iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.
- Turbo cars without adaptable pboost need to add +15kg per 20 mbar ambient pressure delta under 1010mbar, this means + 15 kg at Patmo of 990mb, +30 kg at Patmo of 970 mbar and +45 kg at Patmo of 950 mbar
- Maximum static rear camber -3,5° Minimum starting pressure 1,30 bar on the grid or in pitlane for qualifying.