BALANCE OF PERFORMANCE FOR CHANG INTERNATIONAL CIRCUIT

BALANCE OF PERFORMANCE FOR CHANG INTERNATIONAL CIRCUIT:

In accordance with the 2024 FGTWC Sporting Regulations

These balance of performance measures are the result of the tests, research, analysis and projections performed by SRO Ltd and are the sole property of SRO Ltd. Other series promoters, race organizers and national sporting authorities cannot use all or part of them without SRO Ltd's prior written consent. Any contravention will result in a legal action.

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
Aston Martin	GT3-051	Vantage AMR GT3 EVO	1265	40	**1305**	**none**	53	53	0,91	Max Pboost see table
Audi	GT3-038	R8 LMS GT3 EVO II	1260	50	**1310**	**2 x 36**	65,5	128	0,91	
BMW	GT3-053	G82 M4 GT3	1265	45	**1310**	**none**	82,5	81,5	1,10	Max Pboost see table
Ferrari	GT3-056	296 GT3	1275	30	**1305**	**none**	80	83	0,91	Max Pboost see table
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	80	**1330**	**1 x 52**	70	128	0,91	
Mercedes	GT3-042	AMG GT3 EVO	1285	70	**1355**	**2 x 34,5**	81	87	0,93	
Nissan	GT3-048	GTR Nismo GT3	1285	35	**1320**	**none**	124	165	0,88	Max Pboost see table
Porsche	GT3-041	911 GT3-R (991)	1225	50	**1275**	**2 x 41,5**	72	124	0,88	
Porsche	GT3-055	911 GT3-R (992)	1250	45	**1295**	**2 x 38**	101	120	0,89	

1.Remarks:

1.1 Additional weight must be installed in accordance with 2024 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 2024 , 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 2024 Official Tests for cars homologated prior 2024 and during the 2024 BOP and Dyno tests for the 2024 homologated cars 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 rear static camber is -3,5°

1.11 Only springs homologated in the FIA GT3 homologation file can be used for FIA GT3 -038, FIA GT3-042. FIA GT3-051 and FIA GT3-052. For FIA GT3-053,FIA GT3-054, FIA GT3-055, FIA GT3-056 and FIA GT3-058 only springs alllowed by SRO Motorsports Group can be used.

1.12 In any case the minimum FIA RH of 50mm has to be respected for all cars.

BALANCE OF PERFORMANCE
FIA GT3 CARS
Maximum Pboost Limit ratio for Turbo cars

Engine speed	AMR Vantage GT3 EVO	BMW M4 GT3	Ferrari 296 GT3	Nissan GT-R Nismo GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.54 @ 0.91	2.33 @ 1.10	1.78 @ 0.90	1.94 @ 0.88
4250			1.91 @ 0.90	
4500	1.70 @ 0.91	2.42 @ 1.10	2.05 @ 0.90	1.91 @ 0.88
4750		2.47 @ 1.10	2.22 @ 0.90	
5000	1.78 @ 0.91	2.50 @ 1.10	2.48 @ 0.90	1.88 @ 0.88
5250		2.55 @ 1.10	2.46 @ 0.90	
5500	1.80 @ 0.91	2.60 @ 1.10	2.44 @ 0.90	1.85 @ 0.88
5750		2.63 @ 1.10	2.42 @ 0.90	
6000	1.82 @ 0.91	2.66 @ 1.10	2.40 @ 0.90	1.82 @ 0.88
6250		2.69 @ 1.10	2.37 @ 0.90	
6500	1.80 @ 0.91	2.62 @ 1.10	2.34 @ 0.90	1.79 @ 0.88
6750		2.52 @ 1.10	2.32 @ 0.90	
6900				1.77 @ 0.88
7000	1.77 @ 0.91	2.37 @ 1.10	2.30 @ 0.90	1.51 @ 0.88
7250	1.37 @ 0.91	2.23 @ 1.10	2.28 @ 0.90	
7500		2.10 @ 1.10	2.24 @ 0.90	
8000			2.12 @ 0.90	
8100			1.00 @ 0.90	

2. 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.

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 > “Limit + 10 mbar” is recorded for more than 50ms

THEN

- Flag and report to the stewards