



BALANCE OF PERFORMANCE FOR TRACKS A



2018 BALANCE OF PERFORMANCE FOR TRACKS A: FUJI

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Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight kg *without driver weight	FIA Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Refueling Rig restrictor mm	Comments
BMW	GT3-043	M6 GT3	1290	+20	1310	none	89	92	36	Max Boost P see table
Ferrari	GT3-044	488 GT3	1260	+30	1290	none	73	98	32,5	Max Boost see table
Acura/Honda	GT3-047	NSX GT3	1240	+40	1280	none	66	66	35	Max Boost P see table
Nissan	GT3-048	GT-R Nismo GT3 2018	1285	+20	1305	none	124	165	35	Max Boost see table
Porsche	GT3-041	991 GT3-R	1225	+25	1250	2 x 41,5	72	124	30	

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2018

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016/2017/2018 cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.3 Use of catalytic converter compulsory

1.4 Notes on boost control :

- Values are absolute pressure for ambient pressure of 1010mbar.
- Competitors must adjust boost pressure relative to ambient pressure at each event
- Control of Pboost strategy see further.

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) 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.

Engine speed	Ferrari 488 GT3	BMW M6 GT3	Nissan GT-R Nismo GT3	Acura NSX GT3
RPM	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda	Pboost limit barA @ x lambda
4000	1.47 @ 0,92	1.78 @ 0,92	1,93 @ 0,88	1.87 @ 0,85
4250	1.49 @ 0.92	1.83@ 0,92		
4500	1.51 @ 0,92	1.86 @ 0,92	1,92 @ 0,88	1.87 @ 0,85
4750	1.53 @ 0,92	1.88 @ 0,92		
5000	1.56 @ 0,92	1.92 @ 0,92	1,90 @ 0,88	1.96 @ 0,85
5250	1.58 @0,92	1.94 @ 0,92		
5500	1.60 @ 0,92	1.95 @ 0,92	1,89@ 0,88	2.02 @ 0,85
5750	1.61 @ 0,92	1.94 @ 0,92		
6000	1.61 @ 0,92	1.88 @ 0,92	1,85 @ 0,88	2.04 @ 0,85
6250	1.61 @ 0,92	1.83 @ 0,92		2.06 @ 0,85
6500	1.59 @ 0,92	1.73 @ 0,92	1,83 @ 0,88	2.06 @ 0,85
6750	1.56 @ 0,92	1,66 @ 0.92		
6900			1,81@ 0,88	
7000	1.54 @0,92	1.65 @ 0,92	1,51 @ 0,88	2.04 @ 0,85
7250	1.49 @0,92			
>/7500	1.47 @ 0,92	-		2.02 @ 0,85

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 + 15 mbar" is recorded for more than 50ms

THEN

- Flag and report to the steward

3. Pboost limits linear interpolation

Balance of Performance

FIA GT3 2014/2015/2016 Specification

Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight kg *without driver weight	FIA Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Fuel Rig Restrictor mm	Comments
Audi	GT3-038	R8 LMS GT3	1225	+50	1275	2 x 39	65,5	128	30	
Bentley	GT3-035	Continental GT3	1300	+0	1300	2 x 38	70	80	36	Max Boost P See table
BMW	GT3-043	M6 GT3	1290	+25	1315	none	89	92	36	Max Boost P see table
Lamborghini	GT3-040	HURACAN GT3	1230	+60	1290	2 x 39	65,5	128	30	
Ferrari	GT3-029	458 GT3	1250	+30	1280	2 x 43	83	112	34,5	
Ferrari	GT3-044	488 GT3	1260	+20	1280	none	79	104	32,5	Max Boost P see table
Mercedes	GT3-042	AMG GT GT3	1285	+20	1305	2 x 34,5	81	87	33	Lambda 0,91
Porsche	GT3-041	991 GT3-R	1220	+40	1260	2 x 41,5	72	124	30	

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1.2 Technical drawings of air restrictors for 2014/2015/2016 cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.3 Use of catalytic converter compulsory

1.4 Notes on boost control :

- Values are absolute pressure for ambient pressure of 1010mbar.
- Competitors must adjust boost pressure relative to ambient pressure at each event
- Control of Pboost strategy see further.

1.5 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance.

1.6 Art 82 of the Sporting Regulations : 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 SRO TD one (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.

Engine speed	Ferrari 488 GT3	BMW M6 GT3	Bentley Continental GT3
RPM	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda	Pboost limit barA
4000	1.47 @ 0,92	1.83 @ 0,92	2,02
4250	1.49 @ 0,92	1.83 @ 0,92	
4500	1.51 @ 0,92	1.84 @ 0,92	2,00
4750	1.53 @ 0,92	1.86 @ 0,92	
5000	1.56 @ 0,92	1.94 @ 0,92	1,92
5250	1.58 @ 0,92	1.96 @ 0,92	
5500	1.61 @ 0,92	1.96 @ 0,92	1,82
5750	1.61 @ 0,92	1.94 @ 0,92	
6000	1.61 @ 0,92	1.88 @ 0,92	1,72
6250	1.61 @ 0,92	1.81 @ 0,92	
6500	1.61 @ 0,92	1.73 @ 0,92	1,62
6750	1.57 @ 0,92	1,67 @ 0,92	
7000	1.54 @ 0,92	1.62 @ 0,92	1,52
7250	1.49 @ 0,92		
>/7500	1.45 @ 0,92	-	1,52

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 + 15 mbar" is recorded for more than 50ms

THEN

- Flag and report to the stewards

3. Pboost limits linear interpolation

Make	Model	Min Weight kg	BOP Ballast kg	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
BMW	M4GT4	1430	+80	124	+18	119	+10	Silver USB Stick
McLaren	570S GT4	1425	+110	77	+15	90	+10	ECU BOP 2017
Mercedes	AMG GT4	1400	+90	93	+20	96	+15	MAP ST PWC
Porsche	Cayman GT4 CS MR	1272	+0	75	+0	94	+0	ECU BOP 2017

1.1 Additional weight must be installed in accordance with article 257A-4.3

1.2 The SRO Technical Board is allowed to modify any parameter required to establish the balance of performance at any moment in the event

1.3 Refueling rig restrictor diameter for these cars is 33mm (FIA standard)

1.4 If P ambient reduces by -20mb vs 1010mb, Turbo cars without adaptable pboost need to add +15kg