



## BALANCE OF PERFORMANCE FOR TRACKS B



### 2017 BALANCE OF PERFORMANCE FOR TRACKS B: SEPANG, BURIRAM, SUZUKA

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Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight kg	FIA Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Fuel Rig Restrictor mm	Comments
Aton Martin	GT3-032	Vantage GT3	1230	+60	1290	41,5	75	180	34	2015 restrictor
BMW	GT3-043	M6 GT3	1290	+20	1310	none	89	92	36	Max Boost P see table
Lamborghini	GT3-040	HURACAN GT3	1230	+55	1285	2 x 39	65,5	128	30	
Ferrari	GT3-044	488 GT3	1260	+25	1285	none	73	98	32,5	Max Boost P see table
Mercedes	GT3-042	AMG GT GT3	1285	+35	1320	2 x 34,5	81	87	33	
Porsche	GT3-041	991 GT3-R	1220	+40	1260	2 x 41,5	72	124	30	

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2017

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016 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
RPM	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda
4000	1.47 @ 0,92	1.78 @ 0,92
4250	1.49 @ 0,92	1.78 @ 0,92
4500	1.51 @ 0,92	1.81 @ 0,92
4750	1.53 @ 0,92	1.84 @ 0,92
5000	1.56 @ 0,92	1.90 @ 0,92
5250	1.58 @0,92	1.95 @ 0,92
5500	1.60 @ 0,92	1.95 @ 0,92
5750	1.61 @ 0,92	1.95 @ 0,92
6000	1.61 @ 0,92	1.87 @ 0,92
6250	1.61 @ 0,92	1.78 @ 0,92
6500	1.59 @ 0,92	1.71 @ 0,92
6750	1.57 @ 0,92	1,66 @ 0,92
7000	1.54 @ 0,92	1.58 @ 0,92
7250	1.49 @0,92	
>/7500	1.45 @ 0,92	-

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

Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight Kg	FIA Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Fuel Rig Restrictor mm	Comments
Aston Martin	GT3-032	Vantage GT3	1230	+50	1280	2 x 41.5	75	180	34	2015 restrictor
McLaren	GT3-037	650S	1240	+20	1260	2 x 36	67	74	37	Max Boost P see table
Nissan	GT3-030	GT-R NISMO GT3	1290	+20	1310	2 x 40	178	130	34	Max Boost P See table
Audi	GT3-038	R8 LMS	1225	+45	1270	2 x 39	65,5	128	30	

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2017

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016 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.

Control of Pboost strategy via SRO DL1 Datalogger and pressure sensors:

**IF**

- Throttle is > 30% open AND
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**THEN**

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Engine speed	McLaren 650S	Nissan GT-R Nismo GT3
RPM	Pboost limit barA	Pboost limit barA
4000	1.82	2.02
4500	1.80	1.99
5000	1.78	1.96
5500	1.76	1.94
6000	1.71	1.92
6500	1.62	1.91
>/7000	1.58	1.89
>/7500	1.52	

Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight Kg	FIA Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Fuel Rig Restrictor mm	Comments
Audi	GT3-017	R8 LMS ULTRA	1250	+15	1265	2 x 52,3	70	73	34,5	
BMW	GT3-023	Z4 GT3	1230	+0	1230	1 x 84	45	45	32	
Bentley	GT3-035	Continental GT3	1300	+10	1310	2 x 38	70	80	36	Max Boost P See table
Ferrari	GT3-029	F458 Italia GT3	1250	+0	1250	2 x 43	83	112	34	
Mercedes	GT3-028	SLS AMG GT3	1310	+10	1320	2 x 38	82	85	37	

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2017.

1.2 Technical drawings of air restrictors for 2013/2014 cars are registered with FIA. Only restrictors in compliance with this registration are allowed. (\*) denotes 2012 geometry

1.3 Use of catalytic converter compulsory

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	Bentley Continental GT3
RPM	Pboost limit barA
4000	2.00
4500	1.92
5000	1.82
5500	1.75
6000	1.70
6500	1.60
>/7000	1.50
>_7500	

1. 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

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 + 15mbar" is recorded for more than 50ms

**THEN**

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Make	Model	Min Weight kg	BOP Ballast kg	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Ginetta	G55 - 2017	1070	+60	60	+10	66	+10	Throttle angle max 61°
KTM	X-BOW GT4	1025	+125	70	+40	192	+40	ECU 2016 BOP MAP, 2.3 pboost at 1010mb. REV Limit 1st to 4th 5000rpm MAX, 5th 5800 rpm Max and 6th 6000 rpm MAX Max CAMBER 2F/2R
Maserati	GranTurismo MC GT4	1410	+20	80	+10	150	+10	Restrictor plate 64mm ECU BOP 2016
McLaren	570S GT4	1425	+70	77	+15	90	+10	ECU BOP 2017
Porsche	Cayman GT4 CS MR	1290	+5	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