



**BALANCE OF PERFORMANCE
FOR
FIA GT3 CARS**



STEWARDS
LOG NR 39

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BALANCE OF PERFORMANCE FOR TRACKS H : KYALAMI

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INTERCONTINENTAL



Balance of Performance FIA GT3 Specification



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	Refueling Rig Restrictor mm	Fuel Cell Content Max liter	Lambda Fixed	Comments
Acura Honda	GT3-047	NSX GT3 2019	1260	45	1305	none	66	66	37	119	0,88	Max Pboost see table
Audi	GT3-038	R8 LMS 2019	1235	55	1290	2 x 41	65,5	128	30,5*	114	0,91	
Bentley	GT3-049	Continental GT3	1275	25	1300	none	134	132	35	114	0,90	Max Pboost see table
BMW	GT3-043	M6 GT3	1290	20	1310	none	93	93	36*	116	0,92	Max Pboost see table
Porsche	GT3-050	991 GT3-R	1235	35	1270	2 x 41,5	70	124	29	108	0,88	



Balance of Performance FIA GT3 Specification Pboost Ratio table for Turbo cars



Engine speed	Acura/Honda NSX GT3	Bentley Continental GT3	BMW M6 GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.87 @ 0.88	1.86 @ 0,90	1.78 @ 0,92
4250			1.83 @ 0,92
4500	1.90 @ 0.88	1.76 @ 0,90	1.86 @ 0,92
4750			1.91 @ 0,92
5000	1.93 @ 0.88	1.68 @ 0,90	1.96 @ 0,92
5250			1.98 @ 0,92
5500	1.95 @ 0.88	1.61 @ 0,90	1.98 @ 0,92
5750			1.96 @ 0,92
6000	1.97 @ 0.88	1.56 @ 0,90	1.92 @ 0,92
6250			1.87 @ 0,92
6500	1.99 @ 0.88	1.46 @ 0,90	1.74 @ 0,92
6750			1.66 @ 0,92
6900			
7000	1.96 @ 0.88	1.37 @ 0,90	1.62 @ 0,92
7250		1.27 @ 0,90	
7500	1.94 @ 0.88		-
>/ 7600	1.51 @ 0.88		

1. Remarks:

- 1.1 Additional weight must be installed in accordance with 202 FIA Appendix J International Sporting Code article 257A-4.3 .
- 1.2 In accordance with article 257A Appendix J 2020 , 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 for 2016/2017/2018/2019/2020 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 Refueling rigs, refueling rig restrictors shape and refueling couplers need to comply with art 257A Appendix J 2020 and GTWC /IGTC 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 Max rear camber static is -3,5°
- 1.11 Power cycle during refueling and driver change is not allowed!

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 > "Limit + 15 mbar" is recorded for more than 50ms

THEN

- Flag and report to the stewards