



# BALANCE OF PERFORMANCE FOR GT3 and GT4 cars



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### Donington

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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
Aston Martin	GT3-051	AMR Vantage GT3	1285	+15	1300	none	53	53		Max Boost P see table
Bentley	GT3-049	Continental GT3	1275	+35	1310	none	134	132		Max Boost see table
Ferrari	GT3-044	F488 GT3	1260	+30	1290	none	73	98		Max Boost P see table
McLaren	GT3-052	720S GT3	1205	+70	1275	none	65	70		Max Boost P see table
Mercedes	GT3-042	AMG GT GT3	1285	+40	1325	2 x 34,5	81	87		Lambda 0,93
Lamborghini	GT3-040	HURACAN GT3 2019	1230	+95	1325	2 x 39	70	128		Lambda 0,89

1.1 Additional weight must be installed in accordance with article 257A-4.3 – 2020

1.2 Technical drawings of air restrictors for 2013/2014/2015/2016/2017/2018 /2019/2020 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 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.

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) and other info ( spark plugs/ airbox filter, engine oil,...) is 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.

1.7 Max static rear camber -3,5°

## Balance of Performance FIA GT3 2018 Specification Pboost Limits table for Turbo cars

Engine speed	Bentley Continental GT3	McLaren 720S	Aston Martin AMR Vantage GT3	Ferrari F488 GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.86 @ 0,90	1.76 @ 0,88	1.52 @ 0.91	1.47 @ 0,90
4250				1.49 @ 0,90
4500	1,76 @ 0,90	1.73 @ 0,88	1.63 @ 0.91	1.51 @ 0,90
4750				1.53 @ 0,90
5000	1,68 @ 0,90	1.70 @ 0,88	1.75 @ 0.91	1.55 @ 0,90
5250				1.57 @ 0,90
5500	1,60 @ 0,90	1.65 @ 0,88	1.81 @ 0.91	1.59 @ 0,90
5750				1.61 @ 0,90
6000	1,55 @ 0,90	1.57 @ 0,88	1.81 @ 0.91	1.60 @ 0,90
6250				1.58 @ 0,90
6500	1,46 @ 0,90	1.51 @ 0,88	1.80 @ 0.91	1.56 @ 0,90
6750			1.79 @ 0,91	1.55 @ 0,90
7000	1,36 @ 0,90	1.41 @ 0,88	1.76 @ 0.91	1.54 @ 0,90
7250	1,26 @ 0,90			1.49 @ 0,90
>/7500		1.35 @ 0,88		1.47 @ 0,90
8000		1.30 @ 0,88		
8100		1.10 @ 0,88		

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 stewards

Make	Model	Min Weight kg	BOP Ballast kg	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Aston Martin	AMR Vantage GT4	1445	+25	93	+10	102	+0	SRO MAP 1
Audi	R8 LMS GT4	1460	+60	95	+10	107	+5	Restrictor 41 mm
BMW	M4 GT4	1430	+45	124	+5	119	+0	Silver USB Stick
Ford	Mustang GT4	1490	+40	102	+10	203	+5	Restrictor 57 mm/ BOP MAP 2019
McLaren	570S GT4	1425	+70	77	+15	90	+5	2019 MAP ECU BOP 2019
Mercedes	AMG GT4	1400	+70	93	+15	96	+5	MAP POWER LEVEL 1
Toyota	GR Supra GT4	1360	+40	140	+12	140	+12	Blue USB Stick

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
- Minimum starting pressure 1,40 bar on the grid. To clarify, the 1.40bar should be the value we measure at the latest moment when the car leaves for the run, either in pitlane or on the grid.