



BALANCE OF PERFORMANCE FOR GT3 and GT4 cars



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Donington

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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	55	1315	2 x 36	65,5	128	0,91	
BMW	GT3-053	M4 GT3	1265	50	1315	none	82,5	81,5	1,10	Max Pboost see table
Ferrari	GT3-056	296 GT3	1275	35	1310	none	80	83	0,90	Max Pboost see table
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	80	1330	1 x 51	70	128	0,91	
McLaren	GT3-052	720S GT3 EVO	1250	55	1305	none	65	70	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3 EVO	1285	55	1340	2 x 34,5	81	87	0,93	

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

1.2 Technical drawings of air restrictors for FIA GT3 cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.3 Use of catalytic converter compulsory

1.4 Aero devices can not be covered by tape, vinyl or any other material or paint. Only cut out lettering on the top surface of the wing and official stickers on the wing end plates is allowed.

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 (acceleration rates, spark plugs/ airbox filter, engine oil,...) is collected during BOP tests and/or official tests and/or torque/power bench tests and will be used for checks.

1.7 Max rear camber -3,5° Max front camber -4,0°

1.8 For the following cars : BMW M4 GT3 and Lamborghini Huracan GT3 EVO2, only the springs registered with SRO can be used. For the other cars only the springs from the homologation file can be used.

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

Engine speed	Aston Martin Vantage AMR GT3 EVO	Ferrari 296 GT3	McLaren 720S GT3 EVO	BMW M4 GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.54 @ 0.91	1.78 @ 0.90	1.78 @ 0,88	2.35 @ 1.10
4250		1.91 @ 0.90		2.42 @ 1.10
4500	1.70 @ 0.91	2.05 @ 0.90	1.76 @ 0,88	2.44 @ 1.10
4750		2.22 @ 0.90		2.48 @ 1.10
5000	1.78 @ 0.91	2.48 @ 0.90	1.73 @ 0,88	2.50 @ 1.10
5250		2.46 @ 0.90		2.53 @ 1.10
5500	1.81 @ 0.91	2.44 @ 0.90	1.70 @ 0,88	2.56 @ 1.10
5750		2.42 @ 0.90		2.60 @ 1.10
6000	1.83 @ 0.91	2.40 @ 0.90	1.66 @ 0,88	2.62 @ 1.10
6250		2.37 @ 0.90		2.65 @ 1.10
6500	1.80 @ 0.91	2.34 @ 0.90	1.56 @ 0,88	2.52 @ 1.10
6750		2.32 @ 0.90		2.42 @ 1.10
7000	1.78 @ 0.91	2.30 @ 0.90	1.46 @ 0,88	2.32 @ 1.10
7250	1.37 @ 0.91	2.26 @ 0.90		2.23 @ 1.10
>/7500		2.20 @ 0.90	1.40 @ 0,88	2.10 @ 1.10
8000		2.10 @ 0.90	1.35 @ 0,88	
8100		1.00 @ 0.90	1.10 @ 0,88	

1 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.

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 + 10 mbar" is recorded for more than 50ms

THEN

- Flag and report to the stewards

Make	Model	Min Weight kg	BOP Ballast kg	Total weight	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Aston Martin	Vantage AMR GT4 EVO*	1475	+55	1530	93	+15	102	+5	* MAP SRO Restr 3 ECU MAP BOP 2024
Audi	R8 GT4	1460	+60	1520	95	+15	107	+5	Restrictor 44 mm
BMW	G82 M4 GT4	1480	+10	1490	138,90	+16,10	149,50	+10,50	MAP: 4 LT: +1
Ford	Mustang GT4 (S650)	1470	+35	1505	95	+10	180	+5	Restrictor 37,5 mm ECU MAP BOP 2024
Ginetta	G56 GT4 EVO	1400	+60	1460	90	+20	96	+20	Restrictor 50 mm ECU MAP BOP 2024 Front camber limit -3,5°
McLaren	Artura GT4	1320	+70	1390	77	+15	98	+5	MAP SRO Restr 4/24 ECU MAP BOP 2023
Lotus	Emira GT4	1345	+15	1360	71	+10	77	+5	MAP SRO Restr 2 ECU MAP BOP 2023
Mercedes	AMG GT4	1400	+60	1460	93	+15	96	+5	Power Level 3 MAP 2019 ECU MAP BOP 2020
Porsche	718 Cayman GT4 RS Clubsport	1330	+50	1380	97	+5	100	+0	Restrictor 53,7 mm ECU MAP BOP 2022
Toyota	GR Supra GT4 EVO	1370	+50	1420	165	+10	165	+5	Silver Power Stick ECU BOP 2023



Balance of Performance SRO GT4 CARS



Remarks :

- Additional BOP Ballast must be installed according to 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/or official tests and/or torque/power bench tests and will be used for checks.
- Aero devices can not be covered by paint, vinyl or tape. Only cut out lettering on the top surface of the wing and official stickers on the wing end plates is allowed.
- Turbo cars with adaptable Pboost have to apply ratio approach. Ratio (Pboost Map/1000mbar x Official Atmospheric Pressure)
- Turbo cars without adaptable pboost , identified by * in the BOP sheet, need to add +10 kg per 10 mbar ambient pressure delta under 1000mbar, this means + 10 kg at Patmo of 990mb, +20 kg at Patmo of 980 mbar, +30 kg at Patmo of 970 mbar and +40 kg at Patmo of 960 mbar.
- BMW M4 GT4 G82 adapt at Patmo via LT. Reference is 1000 mbar, -1 LT must be applied per -20 mbar Patmo, this means -1 LT at Patmo of 980mb, -2 LT at Patmo of 960 mbar and -3 LT at Patmo of 940 mbar. +1 LT must be applied per +20 mbar Patmo, this means + 1 LT at Patmo of 1020mbar.
- Maximum rear static camber -3,5°