



BALANCE OF PERFORMANCE FOR TRACKS B



2018 BALANCE OF PERFORMANCE FOR TRACKS B: SUZUKA

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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
Bentley	GT3-049	Continental GT3	1275	+25	1300	none	134	132	34	Max Boost P see table
BMW	GT3-043	M6 GT3	1290	+30	1315	none	89	92	36	Max Boost P see table
Ferrari	GT3-044	488 GT3	1260	+40	1300	none	73	98	32,5	Max Boost see table
Honda	GT3-047	NSX GT3	1240	+45	1285	none	66	66	35	Max Boost P see table
McLaren	GT3-037	650S	1240	+30	1270	none	67	74	36	Max Boost see table
Nissan	GT3-048	GTR Nismo GT3	1285	+10	1295	none	124	165	34	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.

Balance of Performance
FIA GT3 2017/2018 Specification
Pboost Limits table for Turbo cars

Engine speed	Ferrari 488 GT3	BMW M6 GT3	Nissan GTR Nismo GT3 2018	McLaren 650S	Honda NSX GT3	Bentley Continental GT3
RPM	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda	Pboost limit barA @ x Lambda	Pboost limit barA	Pboost limit barA	Pboost limit barA @ x Lambda
4000	1.47 @ 0,92	1.78 @ 0,92	1.93 @ 0,88	1.82 @ 0,88	1.87 @ 0,85	1.86 @ 0,90
4250	1.49 @ 0,92	1.83 @ 0,92				
4500	1.51 @ 0,92	1.86 @ 0,92	1.92 @ 0,88	1.80 @ 0,88	1.87 @ 0,85	1.76 @ 0,90
4750	1.53 @ 0,92	1.88 @ 0,92				
5000	1.56 @ 0,92	1.90 @ 0,92	1.90 @ 0,88	1.78 @ 0,88	1.96 @ 0,85	1.66 @ 0,90
5250	1.58 @ 0,92	1.94 @ 0,92				
5500	1.60 @ 0,92	1.94 @ 0,92	1.89 @ 0,88	1.76 @ 0,88	2.02 @ 0,85	1.60 @ 0,90
5750	1.61 @ 0,92	1.92 @ 0,92				
6000	1.61 @ 0,92	1.88 @ 0,92	1.85 @ 0,88	1.74 @ 0,88	2.04 @ 0,85	1.55 @ 0,90
6250	1.60 @ 0,92	1.85 @ 0,92				
6500	1.58 @ 0,92	1.73 @ 0,92	1.81 @ 0,88	1.66 @ 0,88	2.06 @ 0,85	1.45 @ 0,90
6750	1.56 @ 0,92	1,66 @ 0,92				
6900			1.79 @ 0,88			
7000	1.54 @ 0,92	1.65 @ 0,92	1.51 @ 0,88	1.64 @ 0,88	2.04 @ 0,85	1.39 @ 0,90
7250	1.49 @ 0,92					1.26 @ 0,90
>/7500	1.45 @ 0,92	-		1.54 @ 0,88	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

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
Corvette	GT3-045	C7 GT3-R	1250	+45	1295	50	65	72	33	
Audi	GT3-038	R8 LMS GT3	1225	+55	1280	2 x 39	65,5	128	30	
Lamborghini	GT3-040	HURACAN GT3	1230	+50	1290	2 x 39	65,5	128	30	
Mercedes	GT3-042	AMG GT GT3	1285	+30	1315	2 x 34,5	81	87	33	Lambda 0,91
Porsche	GT3-041	991 GT3-R	1220	+30	1250	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 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.

Make	Min Weight kg	BOP Ballast kg	Final Weight kg	Restrictor Size mm	Fuel Rig Restrictor mm	Comments
LOTUS EVORA/ABA 122 MC	1100	+60	1160	40 mm x 1 or 28,29 mm x 2	33	
MOSER 86 MC	1100	+60	1160	40,00 mm x 1 or 28,29 mm x 2	33	

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)