

## BALANCE OF PERFORMANCE FOR D TRACKS



#### **BALANCE OF PERFORMANCE FOR D Tracks:**

### **ZANDVOORT**

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# **FIA GT3 Specification**



	FIA GT3	Model	Min Weight	BOP Ballast	Total Weight	Engine	Min RH	Min RH	Lambda	Comments
	Homologation		kg	kg	without driver	Restrictor	Front	Rear	Fixed	
					weight kg	size mm	mm	mm		
Audi	GT3-038	R8 LMS EVO II	1260	65	1325	2 x 36	65,5	128	0,91	
BMW	GT3-053	M4 GT3	1265	35	1300	none	82,5	81,5	1,10	Max Pboost see table
Ferrari	GT3-056	296 GT3	1275	40	1315	none	80	83	0,90	Max Pboost see table
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	90	1340	1 x 51	70	128	0,91	
McLaren	GT3-052	720S GT3 EVO	1250	65	1315	none	65	70	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3	1285	40	1325	2 x 34,5	81	87	0,90	
Porsche	GT3-055	911 GT3-R (992)	1250	55	1305	2 x 38	101	120	0,89	

#### 1.Remarks:

- 1.1 Technical drawings of air restrictors for NA cars are registered with FIA. Only restrictors in compliance with this registration are allowed
- 1.2 Use of catalytic converter compulsory
- 1.3 Notes on boost control:
  - Values are boost pressure ratio and need to be multiplicated by the ambient pressure to get the Pboost limit.
  - Competitors must adjust boost pressure relative to ambient pressure at each event
  - Phoost limits linear interpolation approach
  - Control of Phoost strategy see further.
- 1.4 The SRO GT Bureau is allowed to modify any parameter required to establish the balance of performance cfr the current Regulations.
- 1.5 Cfr the current 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.
- 1.6 BMW (GT3-053) M4 GT3 Engine settings as during Official Test @ Oschersleben 2023 and datasheet date 220404 98



# Balance of Performance FIA GT3 Specification Phoost Ratio table for Turbo cars



BMW	Ferrari	McLaren
M4 GT3	296 GT3	720 S GT3 EVO
Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
2.33 @ 1.10	1.78 @ 0.90	1.78 @ 0.88
2.38 @ 1.10	1.91 @ 0.90	
2.45 @ 1.10	2.06 @ 0.90	1.76 @ 0.88
2.56 @ 1.10	2.50 @ 0.90	
2.58 @ 1.10	2.48 @ 0.90	1.75 @ 0.88
2.61 @ 1.10	2.46 @ 0.90	
2.64 @ 1.10	2.44 @ 0.90	1.75 @ 0.88
2.67 @ 1.10	2.44 @ 0.90	
2.70 @ 1.10	2.44 @ 0.90	1.70 @ 0.88
2.73 @ 1.10	2.44 @ 0.90	
2.63 @ 1.10	2.40 @ 0.90	1.63 @ 0.88
2.53 @ 1.10	2.38 @ 0.90	
2.42 @ 1.10	2.36 @ 0.90	1.53 @ 0.88
2.23 @ 1.10	2.34 @ 0.90	
2.20 @ 1.10	2.32 @ 0.90	1.47 @ 0.88
2.05 @ 1.10	2.25 @ 0.90	
2.00 @ 1.10	2.14 @ 0.90	1.43 @ 0.88
1.00 @ 1.10	1.00 @ 0.90	1.10 @ 0.88
	Pboost ratio @ rpm @ Lambda  2.33 @ 1.10  2.38 @ 1.10  2.45 @ 1.10  2.56 @ 1.10  2.58 @ 1.10  2.61 @ 1.10  2.64 @ 1.10  2.70 @ 1.10  2.73 @ 1.10  2.53 @ 1.10  2.42 @ 1.10  2.20 @ 1.10  2.05 @ 1.10  2.00 @ 1.10	Phoost ratio @ rpm @ Lambda       Phoost ratio @ rpm @ Lambda         2.33 @ 1.10       1.78 @ 0.90         2.38 @ 1.10       1.91 @ 0.90         2.45 @ 1.10       2.06 @ 0.90         2.56 @ 1.10       2.50 @ 0.90         2.58 @ 1.10       2.48 @ 0.90         2.61 @ 1.10       2.46 @ 0.90         2.64 @ 1.10       2.44 @ 0.90         2.70 @ 1.10       2.44 @ 0.90         2.73 @ 1.10       2.44 @ 0.90         2.53 @ 1.10       2.38 @ 0.90         2.23 @ 1.10       2.34 @ 0.90         2.20 @ 1.10       2.32 @ 0.90         2.05 @ 1.10       2.25 @ 0.90         2.00 @ 1.10       2.14 @ 0.90



### **Balance of Performance FIA GT3 Specification Pboost Control Strategy**



