

BALANCE OF PERFORMANCE FOR D Tracks:

Nürburgring (Sprint)

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| Make | FIA GT3 Homologation | Model | Min Weight kg | BOP Ballast kg | Total Weight without driver weight kg | Engine Restrictor size mm | Min RH Front mm | Min RH Rear mm | Lambda Fixed | Comments |
|--------------|----------------------|------------------|---------------|----------------|---------------------------------------|---------------------------|-----------------|----------------|--------------|----------------------|
| Aston Martin | GT3-051 | AMR Vantage GT3 | 1285 | 15 | 1300 | none | 53 | 53 | 0,91 | Max Pboost see table |
| Audi | GT3-038 | R8 LMS EVO II | 1260 | 55 | 1315 | 2 x 36 | 65,5 | 128 | 0,91 | |
| BMW | GT3-053 | M4 GT3 | 1265 | 50 | 1315 | none | 84,5 | 83,5 | 1,10 | Max Pboost see table |
| Lamborghini | GT3-040 | Huracan GT3 2019 | 1230 | 85 | 1315 | 2 x 39 | 70 | 128 | 0,89 | |
| Mercedes | GT3-042 | AMG GT3 | 1285 | 40 | 1325 | 2 x 34,5 | 81 | 87 | 0,91 | |
| Porsche | GT3-050 | 991 GT3-R | 1235 | 30 | 1265 | 2 x 41,5 | 70 | 124 | 0,88 | |

Remarks:

1.1 Additional weight must be installed in accordance with Appendix J article 257A – 2022

1.2 Technical drawings of air restrictors for NA 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 GT Bureau is allowed to modify any parameter required to establish the balance of performance cfr the current Regulations.

1.6 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.

1.7 Maximum static rear camber -3,5°

1.8 BMW (GT3-053) M4 GT3 – Engine settings as during Official Test @ Oschersleben and datasheet date 220404 98E10.

2. Control of Pboost strategy FIA (see further)

3. Pboost limits linear interpolation

| Engine speed | Aston Martin AMR Vantage GT3 | BMW M4 GT3 |
|--------------|------------------------------|-----------------------------|
| RPM | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda |
| 4000 | 1.54 @ 0.91 | 2.33 @ 1.10 |
| 4250 | | 2.38 @ 1.10 |
| 4500 | 1.64 @ 0.91 | 2.42 @ 1.10 |
| 4750 | | 2.47 @ 1.10 |
| 5000 | 1.75 @ 0.91 | 2.50 @ 1.10 |
| 5250 | | 2.54 @ 1.10 |
| 5500 | 1.81 @ 0.91 | 2.61 @ 1.10 |
| 5750 | | 2.65 @ 1.10 |
| 6000 | 1.82 @ 0.91 | 2.68 @ 1.10 |
| 6250 | | 2.71 @ 1.10 |
| 6500 | 1.82 @ 0.91 | 2.61 @ 1.10 |
| 6750 | 1.80 @ 0,91 | 2.52 @ 1.10 |
| 7000 | 1.78 @ 0.91 | 2.38 @ 1.10 |
| 7250 | 1.37 @ 0.91 | 2.23 @ 1.10 |
| 7500 | | 2.00 @ 1.10 |

