



# BALANCE OF PERFORMANCE FOR TRACKS CATEGORY B



## BALANCE OF PERFORMANCE FOR TRACKS CATEGORY B :

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In accordance with article 30.1 of the 2020 GTWC Europe Sporting Regulations

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## BALANCE OF PERFORMANCE FIA GT3 CARS



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	Refueling Rig Restrictor mm	Fuel Cell Content Max liter	Lambda Fixed	Comments
Acura Honda	GT3-047	NSX GT3 2019	1260	50	1310	none	66	66	37	119	0,88	Max Pboost see table
Aston Martin	GT3-051	AMR Vantage GT3	1285	10	1295	none	53	53	35	114	0,91	Max Pboost see table
Audi	GT3-038	R8 LMS 2019	1235	70	1305	2 x 40	65,5	128	30,5*	114	0,91	
Bentley	GT3-049	Continental GT3	1275	40	1315	none	134	132	35	114	0,90	Max Pboost see table
BMW	GT3-043	M6 GT3	1290	30	1320	none	93	93	36*	116	0,92	Max Pboost see table
Ferrari	GT3-044	488 GT3	1260	40	1300	none	73	98	31,5**	115	0,90	Max Pboost see table
Lamborghini	GT3-040	Huracan GT3 2019	1230	90	1320	2 x 39	65,5	128	30*	114	0,89	
Lexus	GT3-046	RCF GT3	1300	25	1325	2 x 38	90	280	34	113	0,86	
McLaren	GT3-052	720 GT3	1205	75	1280	none	65	70	34	110	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3	1285	35	1320	2 x 34,5	81	87	32	115	0,91	
Porsche	GT3-050	991 GT3-R	1235	50	1285	2 x 41,5	70	124	29	108	0,88	

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### Maximum Pboost Limit ratio for Turbo cars

Engine speed	Acura/Honda NSX GT3	AMR Vantage GT3	Bentley Continental GT3	BMW M6 GT3	Ferrari 488 GT3	McLaren 720 S GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.87 @ 0.88	1.52 @ 0.91	1.86 @ 0,90	1.78 @ 0,92	1.47 @ 0,90	1.76 @ 0,88
4250				1.83@ 0,92	1.49 @ 0,90	
4500	1.93 @ 0.88	1.63 @ 0.91	1.76 @ 0,90	1.86 @ 0,92	1.51 @ 0,90	1.73 @ 0,88
4750				1.89 @ 0,92	1.53 @ 0,90	
5000	1.96 @ 0.88	1.75 @ 0.91	1.67 @ 0,90	1.92 @ 0,92	1.55 @ 0,90	1.70 @ 0,88
5250				1.94 @ 0,92	1.57 @0,90	
5500	1.98 @ 0.88	1.81 @ 0.91	1.60 @ 0,90	1.96 @ 0,92	1.59 @ 0,90	1.69 @ 0,88
5750				1.94 @ 0,92	1.60 @ 0,90	
6000	1.99 @ 0.88	1.82 @ 0.91	1.55 @ 0,90	1.90 @ 0,92	1.60 @ 0,90	1.62 @ 0,88
6250				1.85 @ 0,92	1.59 @ 0,90	
6500	2.00 @ 0.88	1.82 @ 0.91	1.45 @ 0,90	1.73 @ 0,92	1.57 @ 0,90	1.56 @ 0,88
6750		1.79 @ 0,91		1,66 @ 0.92	1.55 @ 0,90	
7000	1.99 @ 0.88	1.76 @ 0.91	1.35 @ 0,90	1.62 @ 0,92	1.54 @0,90	1.45 @ 0,88
7250			1.25 @ 0,90	1.30@ 0.92	1.49 @0,90	
>/7500	1.97 @ 0.88		-		1.47 @ 0,90	1.40 @ 0,88
7600	1.55 @ 0.88				1.35 @ 0.90	
8000						1.33 @ 0,88
8100						1.10 @ 0,88

Decisions taken by the SRO GT Bureau 14/11/2020



## MAXIMUM AND MINIMUM FUEL COUPLER COUPLING TIMES DURING PITSTOPS FIA GT3 CARS



Make	FIA GT3 Homologation	Model	Minimum Fuel Coupler coupling time long pitstop Seconds	Maximum Fuel Coupler coupling time short pitstop Seconds
Acura Honda	GT3-047	NSX GT3 2019	40	1 second stop & hold and 9 seconds coupling
Aston Martin	GT3-051	AMR Vantage GT3	40	10 seconds coupling
Audi	GT3-038	R8 LMS 2019	40	1,5 seconds stop & hold and 8,5 seconds coupling
Bentley	GT3-049	Continental GT3	40	10 seconds coupling
BMW	GT3-043	M6 GT3	40	10 seconds coupling
Ferrari	GT3-044	488 GT3	40	10 seconds coupling
Lamborghini	GT3-040	Huracan GT3 2019	40	10 seconds coupling
Lexus	GT3-046	RCF GT3	40	10 seconds coupling
McLaren	GT3-052	720 GT3	40	10 seconds coupling
Mercedes	GT3-042	AMG GT3	40	1 second stop & hold and 9 seconds coupling
Porsche	GT3-050	991 GT3-R	40	2,5 seconds stop & hold and 7,5 seconds coupling



# BALANCE OF PERFORMANCE FIA GT3 CARS

## Remarks and extra information



### 1. Remarks:

- 1.1 Additional weight must be installed in accordance with 202 FIA Appendix J International Sporting Code article 257A-4.3 .
- 1.2 In accordance with article 257A Appendix J 2020 , the fuel cell must be equipped with the mandatory foam supplied by and installed following the directives from the manufacturer of the fuel cell.
- 1.3 Technical drawings of air restrictors for 2016/2017/2018/2019/2020 cars are registered with FIA. Only restrictors in compliance with this registration are allowed
- 1.4 Use of catalytic converter compulsory
- 1.5 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance cfr the Sporting Regulations.
- 1.6 Cfr the Sporting 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. Lambda is fixed. Fuel saving maps are not allowed!
- 1.7 Refueling rigs, refueling rig restrictors shape and refueling couplers need to comply with art 257A Appendix J 2020 and GTWC Europe Sporting /Technical regs/Notes
- 1.8 \* If Krontec 88 K SL, if other Krontec coupler, refueling restrictor size reduces with 2 mm.
- 1.9 \*\* For Staubli SAF 45 system (39/11VO) , if ATL system is used refueling rig restrictor size is 31mm.
- 1.10 Aero devices can not be covered by tape or paint.
- 1.11 Max rear camber static is  $-3,5^{\circ}$
- 1.12 Power cycle during refueling and driver change is not allowed!
- 1.13 Fuel coupler coupling times will be checked with the coupler sensor. It's the Competitor's responsibility to ensure the sensor's signal is correct and works during the race.

### 2. 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.

### 3. Control of Pboost strategy via Series Datalogger and pressure sensors:

#### IF

- Throttle is  $> 30\%$  open AND
- RPM is  $> 3000$  AND
- Longitudinal Acceleration is increasing or constant or  $>/0$  AND
- OVERBOOST  $> \text{"Limit} + 15 \text{ mbar"}$  is recorded for more than 50ms

#### THEN

- Flag and report to the stewards