BALANCE OF PERFORMANCE FOR SEBRING

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SEBRING

In accordance with the 2025 GTWC Sporting Regulations

BALANCE OF PERFORMANCE
FIA GT3 CARS

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	Refueling Rig Restrictor mm	Lambda Fixed	Comments
Aston Martin	GT3-051	Vantage AMR GT3	**1285**	**0**	**1285**	**none**	53	53	34	0,91	Max Pboost see table
Aston Martin	GT3-051	Vantage AMR GT3 EVO	**1265**	**20**	**1285**	**none**	53	53	32	0,91	Max Pboost see table
BMW	GT3-053	M4 GT3 EVO	**1288**	**47**	**1335**	**none**	84	89	32	1,10	Max Pboost see table
Corvette	GT3-057	Z06 GT3.R	**1250**	**85**	**1335**	**1 x 50**	109	142	32	0,88	
Ferrari	GT3-056	296 GT3	**1275**	**35**	**1310**	**none**	83	85	31,5	0,90	Max Pboost see table
Ford	GT3-058	Mustang GT3	**1288**	**32**	**1320**	**2 x 37**	89	94	34	0,88	
McLaren	GT3-052	720S GT3 EVO	**1250**	**40**	**1290**	**none**	65	70	34	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3 EVO	**1285**	**65**	**1350**	**2 x 34,5**	93	100	32	0,93	
Porsche	GT3-055	911 GT3-R (992)	**1250**	**60**	**1310**	**2 x 39.5**	101	125	29	0,89	

1.Remarks:

1.1 Additional weight must be installed in accordance with 2025 FIA Appendix J International Sporting Code article 257A . Driver pairing weight has to be installed in the ballast box. It should be identifiable and installed as a whole and is not part of the total weight of the car with BOP ballast.

1.2 In accordance with article 257A Appendix J 2025 , the use of the foam supplied by and installed following the directives from the manufacturer of the fuel cell is recommended.

1.3 Technical drawings of air restrictors for FIA GT3 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) and performance data (acceleration rates, V-max, aero data,…) are the ones collected during Official Tests, BOP tests and Dyno 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 2024 and Sporting /Technical regs/Notes

1.8 * If Krontec 88 K SL, if other Krontec coupler, refueling restrictor size reduces with 2 mm.

1.9 Aero devices can not be covered by tape or paint.

1.10 Maximum front static camber is -4° . Maximum rear static camber is -3,5°

1.11 Only springs homologated in the FIA GT3 homologation file can be used for FIA GT3 -038, FIA GT3-042 and FIA GT3-052. For FIA GT3-051,FIA GT3-053,FIA GT3-054, FIA GT3-055, FIA GT3-056, FIA GT3-057 and FIA GT3-058 only springs alllowed by SRO Motorsports Group can be used.

1.12 Pboost limitation and Pboost control strategy, see further.

BALANCE OF PERFORMANCE
FIA GT3 CARS
Maximum Pboost Limit ratio for Turbo cars

Engine speed	Aston Martin Vantage AMR GT3	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	Pboost ratio @ rpm @ Lambda
4000	1.78 @ 0.91	1.78 @ 0.91	1.78 @ 0.90	1.78 @ 0,88	2.35 @ 1.10
4250					
4500	1.82 @ 0.91	1.82 @ 0.91	2.05 @ 0.90	1.76 @ 0,88	2.44 @ 1.10
4750					
5000	1.84 @ 0.91	1.84 @ 0.91	2.48 @ 0.90	1.73 @ 0,88	2.50 @ 1.10
5250					
5500	1.84 @ 0.91	1.84 @ 0.91	2.45 @ 0.90	1.72 @ 0,88	2.55 @ 1.10
5750					
6000	1.84 @ 0.91	1.84 @ 0.91	2.41 @ 0.90	1.67 @ 0,88	2.62 @ 1.10
6250					2.64 @ 1.10
6500	1.82 @ 0.91	1.82 @ 0.91	2.37 @ 0.90	1.57 @ 0,88	2.50 @ 1.10
6750					
7000	1.79 @ 0.91	1.79 @ 0.91	2.32 @ 0.90	1.47 @ 0,88	2.34 @ 1.10
7250	1.37 @ 0.91	1.37 @ 0.91			
>/7500			2.26 @ 0.90	1.40 @ 0,88	2.10 @ 1.10
8000			2.02 @ 0.90	1.35 @ 0,88	
8100			1.00 @ 0.90	1.10 @ 0,88	

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 > 25 % open AND
- RPM is > 3000 AND
- Longitudinal Acceleration is increasing or constant or >/0 AND
- OVERBOOST > " Pboost Limit + 10 mbar" is recorded for more than 50ms

THEN

- Flag and report to the stewards