



BALANCE OF PERFORMANCE FOR INDIANAPOLIS



BALANCE OF PERFORMANCE FOR : **INDIANAPOLIS**

In accordance with the 2026 GTWC Sporting Regulations

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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	Min Wing Angle °	Min Wing Z Position mm	Refueling Rig Restrictor mm	Total Fuel Capacity L	Lambda Fixed	Comments
Aston Martin	GT3-051	Vantage AMR GT3 EVO	1285	0	1285	none	53	53	8	-8	32	115	0,91	Max Pboost see table
BMW	GT3-053	M4 GT3 EVO	1288	42	1330	none	84	89	5	25	32	111	0,90	Max Pboost see table
Corvette	GT3-057	Z06 GT3.R	1250	65	1315	1 x 50	111	140	6	0	32	115	0,88	
Ferrari	GT3-056	296 GT3 EVO	1270	55	1325	none	80	83	3	-29	31,5	115	0,90	Max Pboost see table
Ford	GT3-058	Mustang GT3 EVO	1288	32	1320	2 x 38	90	94	9	-6	34	120	0,88	
Lamborghini	GT3-054	Huracan GT3 EVO 2	1250	75	1325	51	90	140	10	-65	31*	120	0,91	Max Wing Angle 11,5°
McLaren	GT3-052	720S GT3 EVO	1250	40	1290	none	70	80	7	0	34	117	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3 EVO	1285	55	1340	2 x 35	89	99	6	5	32	115	0,93	
Porsche	GT3-055	911 GT3 R (992) EVO	1270	70	1340	2 x 39,5	101	130	8	5	29	106	0,89	

1. Remarks:

- 1.1 Additional weight must be installed in accordance with 2026 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 2026 , 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 2026 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 -042, FIA GT3-051 and FIA GT3-052. For FIA GT3-053, FIA GT3-054, FIA GT3-055, FIA GT3-056, FIA GT3-057 and FIA GT3-058 only springs allowed by SRO Motorsports Group can be used.
- 1.12 Pboost limitation and Pboost control strategy, see further.
- 1.13 All parts shown or specified in the FIA GT3 Homologation must be used exactly as supplied by the respective car manufacturer. Any modification or treatment is forbidden. The specification, material, weight or function may not be altered.
- 1.14 Cars need to comply with additional DTM/SRO information files concerning FIA homologated items (gearbox, differential, axle, steering, suspension, drive shafts, hubs). Teams need to check with their manufacturer. Knock back springs have to be mounted in the brake calipers.
- 1.15 The datalogger must be connected and be operational at all times.
- 1.16 GC (Ground Clearance) control can be done at all times, reference is with driver weight and 50% of the total fuel capacity mentioned in the BOP. The volume can be translated in weight following the fuel supplier density/Temp information. Min GC for FIA GT3 cars homologated from 2022 onwards is 50 mm, 46 mm for FIA GT3-058 and 42 mm for FIA GT3-042 and FIA GT3-051

BALANCE OF PERFORMANCE

FIA GT3 CARS

Maximum Pboost Limit ratio for Turbo cars

Engine speed	Aston Martin Vantage AMR GT3	Ferrari 296 GT3 EVO	McLaren 720S GT3 EVO	BMW M4 GT3 EVO
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.86 @ 0.91	2.28 @ 0.90	1.80 @ 0.88	2.40 @ 0.90
4250				
4500	1.87 @ 0.91	2.38 @ 0.90	1.78 @ 0.88	2.37 @ 0.90
4750				
5000	1.86 @ 0.91	2.48 @ 0.90	1.76 @ 0.88	2.29 @ 0.90
5250				
5500	1.85 @ 0.91	2.46 @ 0.90	1.74 @ 0.88	2.22 @ 0.90
5750				
6000	1.85 @ 0.91	2.42 @ 0.90	1.70 @ 0.88	2.18 @ 0.90
6250				2.14 @ 0.90
6500	1.84 @ 0.91	2.35 @ 0.90	1.61 @ 0.88	2.10 @ 0.90
6750				
7000	1.84 @ 0.91	2.32 @ 0.90	1.51 @ 0.88	1.98 @ 0.90
7250	1.37 @ 0.91			1.94 @ 0.90
>/7500		2.28 @ 0.90	1.42 @ 0.88	1.74 @ 0.90
8000		2.10 @ 0.90	1.38 @ 0.88	1.00 @ 0.90
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