



BALANCE OF PERFORMANCE FOR INDIANAPOLIS



BALANCE OF PERFORMANCE FOR:

INDIANAPOLIS

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Make	Homologation	Model	Min Weight kg	BOP Ballast kg	Final Weight kg Without driver*	Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Comments
Audi	GT3-038	R8 LMS GT3 EVO II	1260	+100	1360	2 x 37	65,5	128	Lambda 0,91
Chevrolet	GT3-045	Corvette C7	1250	+50	1300	53	65	72	Lambda 0,88
Corvette	GT3-057	Z06 GT3-R	1250	+85	1335	1 x 50	111	140	Lambda 0,88
Ferrari	GT3-056	296 GT3	1275	+65	1340	none	83	85	Lambda 0,90
Ferrari	GT3-056	296 GT3 EVO	1270	+65	1335	none	83	85	Lambda 0,90
Maserati	SRO3	Maserati GT2+	1365	+80	1445	none	60	65	Unrestricted MAP 2024
Mercedes	GT3-042	AMG GT3 EVO	1285	+75	1360	2 x 35	89	99	Lambda 0,93
Porsche	GT3-055	911 GT3 R (992) EVO	1270	+90	1360	2 x 39,5	101	120	Lambda 0,89

1.1 Additional weight must be installed in accordance with article 257A-2026

1.2 Restrictors with FIA geometry.

1.3 Use of catalytic converter

1.4 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance and can change the BOP decisions for any car at any moment during the event.

1.5 Don't forget that the driver weight is minimum 90 kg cfr sporting regs!

1.6 Rear camber max static is -3,5° - Front camber max static is -4,0°

1.7 Audi R8 LMS GT3 EVO II, Ferrari 296 GT3 and EVO, Porsche 911 GT3 R (992) and EVO, Corvette Z06 GT3.R : only the springs registered with SRO can be used. For the other cars only the springs from the homologation file can be used

Balance of Performance

SRO3 cars:

Maximum Pboost Limit ratio for Turbo cars

Engine speed	Ferrari 296 GT3	Ferrari 296 GT3 EV0
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.78 @ 0.90	2.28 @ 0.90
4250		
4500	2.05 @ 0.90	2.38 @ 0.90
4750	2.48 @ 0.90	
5000	2.48 @ 0.90	2.48 @ 0.90
5250		
5500	2.44 @ 0.90	2.46 @ 0.90
5750		
6000	2.40 @ 0.90	2.42 @ 0.90
6250		
6500	2.33 @ 0.90	2.35 @ 0.90
6750		
7000	2.29 @ 0.90	2.31 @ 0.90
7250		
7500	2.24 @ 0.90	2.26 @ 0.90
8000	2.08 @ 0.90	2.08 @ 0.90
8100	1.00 @ 0.90	1.00 @ 0.90

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

3. Control of Pboost strategy via Series' logger and pressure sensors:

IF

- Throttle is > 30% open AND
- RPM is > 3000 AND
- Longitudinal Acceleration is increasing or constant or >/0 AND
- OVERBOOST > "Limit + 10 mbar" is recorded for more than 50ms

THEN

- Flag and report to the stewards

BALANCE OF PERFORMANCE SRO GT2 CARS

Make	Homologation SRO GT2	Model	Min Weight kg	BOP Ballast kg	Final Weight kg Without driver*	Restrictor Size mm	RH Front Min mm	RH Rear Min mm	Comments
Audi	GT2-002	R8 LMS GT2	1350	+0	1350	none	70	70	ECU BOP 2021
KTM	GT2-003	GTX GT2 2024	1150	+30	1180	none	75	195	Unrestricted MAP ECU BOP 2023
Ginetta	GT2-0XX	G56 GT2	1230	+30	1260	90	70	70	Throttle Map Unrestricted ECU BOP 2026
Lamborghini	INV	Huracan ST EVO2	1280	+50	1330	41	85	85	ECU MAP 2022
Maserati	GT2-006	MC20 GT2	1365	+0	1365	none	60	60	Unrestricted MAP ECU BOP 2024
Mercedes	GT2-004	AMG GT2	1445	+0	1445	none	120	125	MAP POWER LEVEL 9 ECU BOP 2023
Porsche	GT2-001	GT2 RS CS EVO	1414	+0	1414	none	95	160	Unrestricted MAP ECU BOP 2020

1.2 Restrictors as homologated.

1.3 Use of catalytic converter compulsory.

1.4 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance and can change the BOP decisions for any car at any moment during the event.

1.5 Don't forget that the driver weight is minimum 90 kg cfr sporting regs!

1.6 Max camber for all GT2 cars static: Front -4° and Rear -3,5°

BALANCE OF PERFORMANCE SRO GT4 CARS

Make	Model	Min Weight kg	BOP Ballast kg	Total weight	Ride Height Front mm	Ride Height Rear mm	Comments
Aston Martin	Vantage AMR GT4 EVO	1475	+50	1525	93	102	* SRO 2020 MAP 2 ECU MAP BOP 2024
BMW	G82 M4 GT4 EVO	1480	+40	1520	138,90	149,50	MAP 4 LT -1 ECU MAP BOP 2025
Ford	Mustang GT4 (S650)	1470	+35	1505	95	180	Restrictor 39,1mm ECU MAP BOP 2025
Porsche	718 Cayman GT4 RS CS	1330	+55	1385	97	100	Restrictor 53,7mm ECU MAP BOP 2022

Remarks :

- Additional BOP Ballast must be installed according to the GT4 Technical Regulations
- ECU BOP maps are saved in the dataloggers for scrutineering.
- GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate
- SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.
- Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is the one collected during BOP tests and will be used for checks.
- If noted differently in comments the (e.g. iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.
- Turbo cars with adaptable Pboost have to apply ratio approach. Ratio (Pboost Map/1000mbar x Official Atmospheric Pressure)
- SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.
- Turbo cars without adaptable pboost , identified by * in the BOP sheet, need to add +10 kg per 10 mbar ambient pressure delta under 1000mbar, this means + 10 kg at Patmo of 990mb, +20 kg at Patmo of 980 mbar, +30 kg at Patmo of 970 mbar and +40 kg at Patmo of 960 mbar etc. They can remove 10 kg from 1020 mbar on.
- BMW M4 GT4 G82 and EVO version adapt at Patmo via LT. Reference is 1000 mbar, -1 LT must be applied per -20 mbar Patmo, this means -1 LT at Patmo of 980mb, -2 LT at Patmo of 960 mbar and -3 LT at Patmo of 940 mbar. +1 LT must be applied per +20 mbar Patmo, this means + 1LT at Patmo of 1020mbar.
- Aero devices can not be covered by paint, vinyl or tape. Only cut out lettering is allowed on the top surface of the wing and official stickers on the wing end plates.
- Minimum starting pressure 1,30 bar
- Maximum rear static camber -3

Make	Model	Min Weight kg	BOP Ballast kg	Total weight	Ride Height Front mm	Ride Height Rear mm	Comments
Aston Martin	Vantage AMR GT4	1445	+65	1510	93	102	SRO 2020 MAP 2 ECU BOP 2020

Remarks :

- Additional BOP Ballast must be installed according to the GT4 Technical Regulations
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- Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is the one collected during BOP tests and will be used for checks.
- If noted differently in comments the (e.g. iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.
- Turbo cars with adaptable Pboost have to apply ratio approach. Ratio (Pboost Map/1000mbar x Official Atmospheric Pressure)
- Turbo cars without adaptable pboost , identified by * in the BOP sheet, need to add +20 kg per 20 mbar ambient pressure delta under 1000mbar, this means + 20 kg at Patmo of 980mb, +40 kg at Patmo of 960 mbar and +60 kg at Patmo of 940 mbar
- BMW M4 GT4 G82 and EVO version adapt at Patmo via LT. Reference is 1000 mbar, -1 LT must be applied per -20 mbar Patmo, this means -1 LT at Patmo of 980mb, -2 LT at Patmo of 960 mbar and -3 LT at Patmo of 940 mbar. +1 LT must be applied per +20 mbar Patmo, this means + 1LT at Patmo of 1020mbar.
- Aero devices can not be covered by paint, vinyl or tape. Only cut out lettering is allowed on the top surface of the wing and official stickers on the wing end plates.
- Minimum starting pressure 1,30 bar
- Maximum rear static camber -3

Make	Model	Total weight	Ride Height Front mm	Ride Height Rear mm	Comments
Ferrari	488 Challenge	1405	103	141	SR488 Challenge MAP
Ferrari	296 Challenge	1455	115	115	Min wing pos 9° Max camber Front -2,5° Max Camber Rear -2,5°
Ginetta	GTP	1305	60	70	

Remarks :

- Additional BOP Ballast must be installed according to the GT2 Technical Regulations
- SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.
- Aero devices can not be covered by paint, vinyl or tape. Only cut out lettering is allowed on the top surface of the wing and official stickers on the wing end plates.
- Maximum rear static camber Ginetta GTP -3,5°
- Maxim front static camber...4,4° , maximum rear static camber -3,3° for Ferrari 488 Challenge