



# GT3 CARS 2024 season



	FIA GT3	MODEL	Min Weight kg	BOP Ballast kg	Final Weight kg without driver weight	FIA Restrictor Size mm	Ride Height Front mm	Ride Height Front mm	Comments
<b>Audi</b>	GT3-017	R8 LMS ULTRA	1250	+10	1260	2 x 49	70	73	
<b>Audi</b>	GT3-038	R8 LMS – EVO II	1260	+30	1290	2 x 43	65,5	128	(FIA 2022 restrictor design)
<b>Audi</b>	GT3-038	R8 LMS – EVO I	1235	+45	1280	2 x 44	65,5	128	
<b>Aston Martin</b>	GT3-051	Vantage AMR GT3	1285	+5	1290	none	53	53	Max Boost see table
<b>BMW</b>	GT3-053	M4 GT3	1265	+25	1290	none			Max Boost see table
<b>BMW</b>	GT3-043	M6 GT3	1290	+20	1310	none	89	92	Max Boost see table
<b>Ferrari</b>	GT3-044	488 GT3	1260	+20	1280	none	73	98	Max Boost see table
<b>Lamborghini</b>	GT3-054	Huracan GT3-EVO II	1250	+40	1290	1 x 54			
<b>Lamborghini</b>	GT3-040	Huracan GT3-EVO	1230	+60	1290	2 x 42,5	70	128	
<b>Lamborghini</b>	GT3-040	Huracan GT3 (2016)	1230	+15	1245	2x39	65,5	128	
<b>Mercedes</b>	GT3-042	AMG GT GT3 (2016)	1285	+25	1310	2x40	81	87	
<b>Mercedes</b>	GT3-042	AMG GT GT3 (EVO-2020)	1285	+45	1330	2x40	81	87	
<b>Porsche</b>	GT3-050	991 GT3-R -991 I	1235	+30	1260	2x45	70	124	
<b>Porsche</b>	GT3-050	992 GT3-R -992	1250	+20	1270	2x45	70	124	FIA restrictor 2022

Engine speed	BMW M6 GT3	Ferrari 488 GT3
RPM	Pboost ratio@rmp@lambda	Pboost ratio@rmp@lambda
4000	<u>1.93@0,92</u>	<u>1.64@0,9</u>
4250		
4500	<u>2.01@0,92</u>	
4750		
5000	<u>2.09@0,92</u>	<u>1.71@0,9</u>
5250		
5500	<u>2.13@0,92</u>	
5750		
6000	<u>2.07@0,92</u>	<u>1.78@0,9</u>
6250		
6500	<u>1.93@0,92</u>	
6750		
6900		
7000	<u>1,77@0,92</u>	<u>1.71@0,9</u>
7250	<u>≤ 1,35@0,92</u>	
+ / 7750		

Notes to boost control:

Values ore boost pressure ration and need to be multiplicated by ambient pressure to get Pboost limit

Competitors must adjust boost pressure relative to ambient pressure at each event"

Pboost limits linear interpolation approach

Decision taken by the CEZ 27/04/2024

Engine speed	BMW M4 GT3	Aston Martin Vantage AMR GT3
RPM	Pboost ratio@rmp@lambda	Pboost ratio@rmp@lambda
4000	<a href="#"><u>2.51@1,1</u></a>	<a href="#"><u>1.62@0,92</u></a>
4250		
4500	<a href="#"><u>2.58@1,1</u></a>	<a href="#"><u>1.67@0,92</u></a>
4750		
5000	<a href="#"><u>2.68@1,1</u></a>	<a href="#"><u>1.75@0,92</u></a>
5250		
5500	<a href="#"><u>2.78@1,1</u></a>	<a href="#"><u>1.81@0,92</u></a>
5750		
6000	<a href="#"><u>2.85@1,1</u></a>	<a href="#"><u>1.84@0,92</u></a>
6250		
6500	<a href="#"><u>2.79@1,1</u></a>	<a href="#"><u>1.83@0,92</u></a>
6750		
6900		
7000	<a href="#"><u>2.55@1,1</u></a>	<a href="#"><u>1.72@0,92</u></a>
7250	<a href="#"><u>2.41@1,1</u></a>	<a href="#"><u>1.63@0,92</u></a>
+ /7500	<a href="#"><u>2.10@1,1</u></a>	

Notes to boost control:

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Pboost limits linear interpolation approach

Decision taken by the CEZ 27/04/2024