BALANCE OF PERFORMANCE FOR SUGO

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In accordance with the 2025 Japan Cup Sporting Regulations

These balance of performance measures are the result of the tests, research, analysis and projections performed by SRO Ltd and are the sole property of SRO Ltd. Other series promoters, race organizers and national sporting authorities cannot use all or part of them without SRO Ltd's prior written consent. Any contravention will result in a legal action.

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	Lambda Fixed	Comments
Ferrari	GT3-044	488 GT3	1260	**40**	**1300**	**none**	73	98	0,90	Max Pboost see table
Ferrari	GT3-056	296 GT3	1275	**40**	**1315**	**none**	83	86	0,90	Max Pboost see table
Lexus	GT3-046	RC F - GT3	1300	**10**	**1310**	**2 x 40**	90	280	0,86	
Mercedes	GT3-042	AMG GT3 EVO	1285	**60**	**1345**	**2 x 34,5**	90	98	0,93	
Nissan	GT3-048	GTR Nismo GT3	1285	**15**	**1300**	**none**	124	165	0,88	Max Pboost see table
Porsche	GT3-041	911 GT3-R (991)	1225	**55**	**1280**	**2 x 41,5**	72	124	0,88	
Porsche	GT3-055	911 GT3-R (992)	1250	**55**	**1305**	**2 x 38**	101	120	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 for cars homologated prior 2024 and during the BOP and Dyno tests for the 2024 homologated cars and will be used for checks. Lambda is fixed. Fuel saving maps are not allowed!

1.7 Maximum rear static camber is -3,5°

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

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

Engine speed	Ferrari 296 GT3	Ferrari 488 GT3	Nissan GT-R Nismo GT3
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.78 @ 0.90	1.47 @ 0.90	1.94 @ 0.88
4250		1.49 @ 0.90	
4500	2.06 @ 0.90	1.51 @ 0.90	1.91 @ 0.88
4750	2.25 @ 0.90	1.53 @ 0.90	
5000	2.44 @ 0.90	1.55 @ 0.90	1.88 @ 0.88
5250		1.57 @ 0.90	
5500	2.40 @ 0.90	1.59 @ 0.90	1.85 @ 0.88
5750		1.60 @ 0.90	
6000	2.37 @ 0.90	1.59 @ 0.90	1.82 @ 0.88
6250		1.58 @ 0.90	
6500	2.33 @ 0.90	1.57 @ 0.90	1.79 @ 0.88
6750		1.56 @ 0.90	
6900			1.77 @ 0.88
7000	2.31 @ 0.90	1.54 @ 0.90	1.51 @ 0.88
7250		1.48 @ 0.90	
7500	2.25 @ 0.90	1.46 @ 0.90	
7600		1.37 @ 0.90	
8000	2.08 @ 0.90		
8100	1.00 @ 0.90		

2. Notes on boost control :

- Values are boost pressure ratio and need to be multiplicated 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 > “Limit + 10 mbar” is recorded for more than 50ms

THEN

- Flag and report to the stewards

BALANCE OF PERFORMANCE
SRO GT4 CARS

Make	Model	Min Weight kg	BOP Ballast kg	Total Weight kg without driver	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Mercedes	AMG GT4 2025	1435	+35	1470	93	+10	96	+5	POWER LEVEL MAP 1
Porsche	718 Cayman GT4 RS CS	1330	+40	1370	97	+5	100	+0	Restrictor 53,7mm ECU BOP 2022
Toyota	GR Supra GT4 EVO 2	1390	+45	1435	165	+15	165	+10	Silver power stick ECU BOP 2025

Remarks :
- Additional BOP Ballast must be installed according with art. 4.2 and art 4.3 of the current GT4 Technical Regulations
- ECU BOP maps are saved in the dataloggers for scrutineering.
- 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.
- Turbo cars without adaptable pboost* (McLaren 570S GT4)need to add +10kg per 20mbar ambient pressure delta under 1010mbar, this means + 10 kg at Patmo of 990mb, +20 kg at Patmo of 970 mbar and +30 kg at Patmo of 950 mbar
- BMW M4 GT4 G82 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 to be added per +20 mbar on reference, +1 LT at 1020 mbar; +2 LT at 1040 mbar.
- Maximum rear static camber is -3,5°

Decisions taken by the SRO GT Bureau 28/05/2025

BALANCE OF PERFORMANCE
OTHER CARS

Make	Model	Total Weight kg without driver	Ride Height Front mm	Ride Height Rear mm	Comments
Porsche	911 GT3 CUP type 991 Gen II	1195	68	90	
Porsche	911 GT3 CUP type 992 Gen I	1300	72	106	

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.

1.5 The SRO Sporting Board is allowed to modify any parameter required to establish the balance of performance cfr the Sporting Regulations.

1.8 Maximum rear static camber is -3,5°

Decisions taken by the SRO GT Bureau 28/05/2025