



BALANCE OF PERFORMANCE FOR SUGO



BALANCE OF PERFORMANCE FOR SUGO:

In accordance with the 2026 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 | Min Wing Angle ° | Lambda Fixed | Comments |
|-------------|----------------------|---------------------|---------------|----------------|---------------------------------------|---------------------------|-----------------|----------------|------------------|--------------|----------------------|
| Audi | GT3-038 | R8 LMS EVO II | 1260 | 55 | 1315 | 2 x 36,5 | 66 | 130 | 7 | 0,91 | |
| Corvette | GT3-057 | Z06 GT3.R | 1250 | 75 | 1325 | 1 x 48 | 115 | 155 | 6,3 | 0,88 | |
| Ferrari | GT3-044 | 488 GT3 | 1260 | 50 | 1310 | none | 73 | 98 | 7 | 0,90 | Max Pboost see table |
| Ferrari | GT3-056 | 296 GT3 | 1275 | 40 | 1315 | none | 83 | 86 | 7 | 0,90 | Max Pboost see table |
| Ferrari | GT3-056 | 296 GT3 EVO | 1270 | 40 | 1310 | none | 83 | 86 | 3 | 0,90 | Max Pboost see table |
| Lamborghini | GT3-054 | Huracan GT3 EVO2 | 1250 | 85 | 1335 | 1 x 50 | 90 | 140 | 10,5 | 0,91 | |
| Lexus | GT3-046 | RC F - GT3 | 1300 | 0 | 1300 | 2 x 40 | 90 | 280 | 5 | 0,86 | |
| McLaren | GT3-052 | 720S GT3 | 1205 | 70 | 1275 | none | 65 | 70 | 7 | 0,88 | Max Pboost see table |
| Mercedes | GT3-042 | AMG GT3 EVO | 1285 | 60 | 1345 | 2 x 34,5 | 90 | 98 | 7 | 0,93 | |
| Nissan | GT3-048 | GTR Nismo GT3 | 1285 | 30 | 1315 | none | 124 | 165 | 8 | 0,88 | Max Pboost see table |
| Porsche | GT3-055 | 911 GT3-R (992) | 1250 | 50 | 1300 | 2 x 38 | 101 | 120 | 10,5 | 0,89 | |
| Porsche | GT3-055 | 911 GT3-R (992) EVO | 1270 | 35 | 1305 | 2 x 38 | 101 | 120 | 9 | 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 $-3,5^{\circ}$
- 1.8 Only springs homologated in the FIA GT3 homologation file can be used for FIA GT3-042, FIA GT3-044, FIA GT3-048 and FIA GT3-052. For FIA GT3-038, FIA GT3-053, FIA GT3-054, FIA GT3-055, FIA GT3-056 and FIA GT3-057 only springs allowed 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 EVO | Ferrari 296 GT3 | Ferrari 488 GT3 | Nissan GT-R Nismo GT3 |
|--------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| RPM | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda | Pboost ratio @ rpm @ Lambda |
| 4000 | 2.29 @ 0.90 | 1.78 @ 0.90 | 1.47 @ 0.90 | 1.94 @ 0.88 |
| 4250 | | | 1.49 @ 0.90 | |
| 4500 | 2.39 @ 0.90 | 2.06 @ 0.90 | 1.51 @ 0.90 | 1.91 @ 0.88 |
| 4750 | | 2.25 @ 0.90 | 1.53 @ 0.90 | |
| 5000 | 2.48 @ 0.90 | 2.44 @ 0.90 | 1.55 @ 0.90 | 1.88 @ 0.88 |
| 5250 | | | 1.57 @ 0.90 | |
| 5500 | 2.44 @ 0.90 | 2.40 @ 0.90 | 1.59 @ 0.90 | 1.85 @ 0.88 |
| 5750 | | | 1.60 @ 0.90 | |
| 6000 | 2.40 @ 0.90 | 2.37 @ 0.90 | 1.59 @ 0.90 | 1.82 @ 0.88 |
| 6250 | | | 1.58 @ 0.90 | |
| 6500 | 2.35 @ 0.90 | 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 | 2.31 @ 0.90 | 1.54 @ 0.90 | 1.51 @ 0.88 |
| 7250 | | | 1.48 @ 0.90 | |
| 7500 | 2.25 @ 0.90 | 2.25 @ 0.90 | 1.46 @ 0.90 | |
| 7600 | | | 1.37 @ 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
- 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 | +50 | 1485 | 93 | +10 | 96 | +5 | POWER LEVEL MAP 2 |
| Porsche | 718 Cayman GT4 RS CS | 1330 | +55 | 1385 | 97 | +5 | 100 | +0 | Restrictor 56,4 mm 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°



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 $-3,5^{\circ}$