



Balance of Performance
SRO GT4 CARS
LEDENON



BALANCE OF PERFORMANCE FOR :

LEDENON

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 organisers 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.

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)
- 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.
- 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. +1LT must be applied per +20 mbar Patmo, this means +1LT at 1020 mbar.
- 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 -3,5°

Decisions taken by the SRO GT Bureau 03/05/2024

1/2



Balance of Performance SRO GT4 CARS LEDENON



Make	Model	Min Weight kg	BOP Ballast kg	Total weight	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Alpine	A110 GT4 2020	1080	+85	1165	70	+25	70	+15	*ECU BOP 2020 MAP 8 / max 6450 rpm
Alpine	A110 GT4 2022	1080	+90	1170	70	+25	81,6	+15	*ECU BOP 2022 MAP 10 /max 7000 rpm
Aston Martin	Vantage AMR GT4	1445	+35	1480	93	+10	102	+5	ECU BOP 2020 SRO MAP 2
Aston Martin	Vantage AMR GT4 EVO	1475	+45	1520	93	+15	102	+10	*MAP Restricted 3 ECU BOP 2024
Audi	R8 LMS GT4	1460	+60	1520	95	+10	107	+5	Restrictor 44 mm ECU BOP 2021
BMW	G82 M4 GT4	1480	+20	1500	138,90	+11,10	149,50	+10,50	MAP: 4 LT: 0 ECU BOP 10/2022
Ginetta	G56 GT4 EVO	1400	+55	1455	90	+20	90	+10	Restrictor 48 mm ECU BOP 2024 Front camber limit -3,5°
Mercedes	AMG GT4	1400	+65	1465	93	+15	96	+5	POWER LEVEL 2 MAP BOP 2020
Porsche	718 Cayman GT4 RS CS	1330	+40	1370	97	+5	100	+0	Restrictor 53,7mm ECU BOP 2022

10/05/2024

Le Président du Collège.
R. Bascou

9°10

Decisions taken by the SRO GT Bureau 03/05/2024

POSTED

2/2

FOR THE STEWARDS