



**Balance of Performance
SRO GT4 CARS
SPA-FRANCORCHAMPS**



BALANCE OF PERFORMANCE FOR :

SPA-FRANCORCHAMPS

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 +15 kg per 15 mbar ambient pressure delta under 1000mbar, this means + 15 kg at Patmo of 985mb, +30 kg at Patmo of 970 mbar, +45 kg at Patmo of 955 mbar and +40 kg at Patmo of 960 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 must be applied per +20 mbar Patmo, this means + 1 LT at Patmo of 1020mbar.
- Max static rear camber - 3,5°, Minimum starting pressure 1,30 bar

Decisions taken by the SRO GT Bureau 21/06/2025

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