



# Balance of Performance SRO GT4 CARS PAUL RICARD



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 2022	1080	+80	1160	70	+25	81,6	+15	*ECU BOP 2022 MAP 10 /max 7250 rpm
Alpine	A110 GT4+ 2025	1080	+80	1160	70	+25	81,6	+15	ECU BOP 2025 MAP 6 /max 7500 rpm
Aston Martin	Vantage AMR GT4 EVO	1475	+35	1510	93	+10	102	+5	*MAP Restricted 2 ECU BOP 2024
Audi	R8 LMS GT4 2025	1460	+50	1510	80	+10	80	+5	Restrictor 44 mm ECU BOP 2025
BMW	G82 M4 GT4 EVO	1480	+30	1510	138,90	+16,10	149,50	+10,50	MAP: 4 LT: +2 ECU BOP 10/2022
Ginetta	G56 GT4 EVO	1400	+60	1460	90	+15	90	+10	Restrictor 50 mm ECU BOP 2024 Front camber limit -3,5°
Mercedes	AMG GT4 2025	1435	+60	1495	93	+15	96	+10	POWER LEVEL 1 MAP BOP 2025
Porsche	718 Cayman GT4 RS CS	1330	+25	1355	97	+5	100	+0	Restrictor 53,7mm ECU BOP 2022
Toyota	GR Supra GT4 EVO2	1390	+25	1415	165	+10	165	+10	Silver Power Stick ECU MAP BOP 2025

Decisions taken by the SRO GT Bureau 26/09/2025



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### BALANCE OF PERFORMANCE FOR :

#### PAUL RICARD

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 (I<sub>A</sub>, 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. I<sub>A</sub>, 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 with \* in remarks) need to add +10kg per 10 mbar ambient pressure delta under 1000mbar, this means + 10 kg at Patmo of 990mb, +20 kg at Patmo of 980 mbar and +30 kg at Patmo of 970 mbar
- Max static rear camber – 3,5°. Minimum starting pressure 1,30 bar
- For the Mercedes AMG GT4, if additional ballast can't be added, the car has to use map 1. The change from map 2 to map 1 will take 20 kg from the original ballast.
- BMW M4 GT4 G82 EVO 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.

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