



Balance of Performance SRO GT4 CARS SPA-FRANCORCHAMPS

SRO

MOTORSPORTS GROUP

Make	Model	Min Weight kg	BOP Ballast kg	Total weight kg	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	+110	1190	70	+25	81,6	+21	ECU BOP 2025 MAP 6 /max 7500 rpm/ Front Camber max -4,95°
Aston Martin	Vantage AMR GT4 EVO*	1475	+40	1515	93	+10	102	+5	* MAP SRO Restr 2 ECU MAP BOP 2024
Audi	R8 LMS GT4	1460	+55	1515	80	+10	80	+5	Restrictor 44 mm ECU MAP BOP 2021
BMW	G82 M4 GT4 EVO	1480	+25	1505	138,90	+16,10	149,50	+10,50	MAP: 4 LT: +2 ECU BOP 10/2022
Ford	Mustang GT4 (S650)	1470	+35	1505	95	+5	180	+5	Restrictor 39,1 mm ECU MAP BOP 2025
Ginetta	G56 GT4 EVO	1400	+55	1455	90	+20	90	+15	Restrictor 50 mm ECU MAP BOP 2024 Front camber limit -3,5°
McLaren	Artura GT4	1320	+65	1385	77	+15	98	+10	* MAP SRO Restr 3 ECU MAP BOP 2023
Lotus	Emira GT4	1345	+30	1375	71	+15	77	+10	MAP SRO Restr 1 ECU MAP BOP 2023
Mercedes	AMG GT4	1435	+50	1485	93	+10	96	+5	POWER LEVEL 2 ECU MAP BOP 2025
Porsche	718 Cayman GT4 RS CS	1330	+55	1385	97	+5	100	+0	Restrictor 56,4 mm ECU MAP BOP 2022
Toyota	GR Supra GT4 EVO2	1390	+30	1420	165	+10	165	+5	Silver Power Stick ECU MAP BOP 2025

Decisions taken by the SRO GT Bureau 12/06/2026

Stewards
LOG N°5

112

N. JAMES 14/16
Regu Colley CS



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 +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. They can remove 10 kg from 1020 mbar on.
- 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.
- Minimum starting pressure 1,30 bar
- Maximum rear static camber -3,5°

Decisions taken by the SRO GT Bureau 12/06/2026

Stewards
LOG N°5 2/2

N. VAILLES 19/11/16
Regen College CS