



**Balance of Performance
SRO GT4 CARS
Sachsenring**



BALANCE OF PERFORMANCE FOR SRO GT4 CARS:

Sachsenring

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Balance of Performance SRO GT4 CARS Sachsenring



Make	Model	Min Weight kg	BOP Ballast kg	Total weight	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Aston Martin	Vantage AMR GT4	1445	+25	1470	93	+10	102	+0	SRO 2020 MAP 2
Audi	R8 GT4	1460	+25	1485	95	+10	107	+0	Restrictor 42 mm
BMW	M4 GT4	1430	+20	1450	124	+5	119	+0	Silver Stick / Red Stick when =< 970 mBar /
Ginetta	G55 GT4	1105	+20	1125	60	+10	66	+4	68 mm restrictor
KTM	X-BOW GT4 – 2018	1025	+155	1180	70	+40	192	+40	ECU 2018 BOP MAP, 2.20 pboost at 1010mb. REV Limit 6500 max Max CAMBER F2,2/R2,2
KTM	X-BOW GT4 2020	1025	+130	1155	70	+40	192	+20	ECU 2020 BOP MAP, 1880 mbar pboost at 1010mb. REV Limit 7000 rpm max Max CAMBER 2,3F/2,3R
Mercedes	AMG GT4	1400	+40	1440	93	+15	96	+5	Power Level 1 MAP 2019 ECU BOP 2020
McLaren	570S GT4	1425	+35	1460	77	+10	90	+5	2019 MAP ECU BOP 2020
Porsche	718 Cayman GT4 CS MR	1301	+19	1320	101	+5	94	+0	ECU BOP MAP 2020

Remarks :

- Additional BOP Ballast must be installed according with art. 4.2 and art 4.3 of 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 without adaptable pboost need to add +15kg per 20 mbar ambient pressure delta under 1010mbar, this means + 15 kg at Patmo of 990mb, +30 kg at Patmo of 970 mbar and +45 kg at Patmo of 950 mbar

Decisions taken by the SRO GT Bureau 24/09/2020