



**Balance of Performance  
SRO GT4 CARS  
HOCKENHEIM**



**BALANCE OF PERFORMANCE FOR SRO GT4 CARS:**

**HOCKENHEIM**

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## Balance of Performance SRO GT4 CARS HOCKENHEIM



| 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          | +60            | 1505         | 93                | +10          | 102              | +0           | SRO 2020 MAP 3<br>ECU BOP 2020        |
| Aston Martin | Vantage AMR GT4 EVO*        | 1475          | +55            | 1530         | 93                | +10          | 102              | +0           | * MAP SRO Restr 2<br>ECU MAP BOP 2024 |
| BMW          | G82 M4 GT4                  | 1480          | +30            | 1510         | 138,90            | +16,10       | 149,50           | +10,50       | MAP 4 LT +1<br>ECU BOP 2025           |
| BMW          | G82 M4 GT4 EVO              | 1480          | +30            | 1510         | 138,90            | +16,10       | 149,50           | +10,50       | MAP 4 LT +1<br>ECU BOP 2025           |
| Mercedes     | AMG GT4 2025                | 1435          | +75            | 1510         | 93                | +10          | 96               | +5           | Power Level 2<br>ECU BOP 2025         |
| Porsche      | 718 Cayman GT4 RS Clubsport | 1330          | +75            | 1405         | 97                | +5           | 100              | +0           | Restrictor 53,7 mm<br>ECU BOP 2022    |
| Toyota       | GR Supra GT4 EVO2           | 1390          | +20            | 1410         | 165               | +10          | 165              | +10          | Silver Power Stick 2025               |

### Remarks :

- Additional BOP Ballast must be installed according to the ADAC 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 15 mbar ambient pressure delta under 1000mbar, this means + 10 kg at Patmo of 985 mb, +20 kg at Patmo of 970 mbar, +30 kg at Patmo of 955 mbar and +40 kg at Patmo of 940 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. +1 LT must be applied per +20 mbar Patmo, this means + 1 LT at Patmo of 1020mbar.

Decisions taken by the SRO GT Bureau 05/10/2025