



Balance of Performance SRO GT4 CARS NÜRBURGRING



BALANCE OF PERFORMANCE FOR SRO GT4 CARS:

NÜRBURGRING

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.



Balance of Performance SRO GT4 CARS NÜRBURGRING



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 EVO*	1475	+20	1495	93	+10	102	+0	* MAP SRO Restr 3 ECU MAP BOP 2024
BMW	G82 M4 GT4 EVO	1480	30	1510	138,90	+16,10	149,50	+10,50	MAP 4 LT +1 ECU BOP 2025
Ginetta	G56 GT4 EVO	1400	+50	1450	90	+15	90	+10	Restrictor 50 mm ECU MAP BOP 2024 Front camber limit -3,5°
Mercedes	AMG GT4 2025	1435	+10	1445	93	+10	96	+5	Power Level 2 ECU BOP 2025
Porsche	718 Cayman GT4 RS Clubsport	1330	+50	1380	97	+5	100	+0	Restrictor 56,4 mm ECU BOP 2022
Toyota	GR Supra GT4 EVO2	1390	+20	1410	165	+10	165	+10	Silver Power Stick MAP 2026 ADAC GT4

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 15/08/2026