



**Balance of Performance
SRO GT4 CARS
TRACKS C**



BALANCE OF PERFORMANCE FOR SRO GT4 CARS:

TRACKS C: Portimao

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Balance of Performance SRO GT4 CARS TRACKS C



Make	Model	Min Weight kg	BOP Ballast kg	Total weight kg	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Aston Martin	Vantage AMR GT4 EVO*	1475	+45	1520	93	+10	102	+5	* MAP SRO Restr 2 ECU MAP BOP 2024
BMW	G82 M4 GT4	1480	+10	1490	138,90	+16,10	149,50	+10,50	MAP: 4 LT: +1 ECU BOP 10/2022
BMW	G82 M4 GT4 EVO	1480	+20	1500	138,90	+16,10	149,50	+10,50	MAP: 4 LT: +1 ECU BOP 10/2022
McLaren	Artura GT4	1320	+105	1425	77	+20	98	+15	*MAP SRO Restr 3 ECU MAP BOP 2026
Mercedes	AMG GT4	1435	+35	1470	93	+10	96	+5	POWER LEVEL 2 ECU MAP BOP 2025
Porsche	718 Cayman GT4 RS CS	1330	+60	1390	97	+5	100	+0	Restrictor 56,4mm ECU MAP BOP 2022
Toyota	GR Supra GT4 EVO2	1390	+50	1440	165	+15	165	+10	Silver Power Stick ECU MAP BOP 2025

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. They can remove 10 kg per 10 mbar ambient pressure delta over 1000 mbar, this means -10kg at Patmo of 1010mbar and -20kg at Patmo of 1020 mbar.
- Max static rear camber – 3,5°
- 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 12/05/2026



Balance of Performance SRO GT4 CARS 2025 TRACKS C



Make	Model	Min Weight kg	BOP Ballast kg	Total weight kg	Ride Height Front	BOP extra mm	Ride Height Rear	BOP Extra mm	Comments
Aston Martin	Vantage AMR GT4	1445	+55	1500	93	+10	102	+5	SRO MAP 2 ECU MAP BOP 2020

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 with * in remarks) need to add +15kg per 20 mbar ambient pressure delta under 1000mbar, this means + 15 kg at Patmo of 980mb, +30 kg at Patmo of 960 mbar and +45 kg at Patmo of 940 mbar
- Max static rear camber – 3,5°
- 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 12/05/2026