

## Bulletin 01/2024

zur Ausschreibung Gran Turismo Cup Race (GTC Race)  
DMSB-Reg.-Nr.: 259/24, genehmigt am 26.03.2024

Ab sofort gelten folgende Änderungen und Ergänzungen  
(Änderungen/Ergänzungen sind *kursiv* gedruckt)

**Teil 3 Anlagen/Zeichnungen** wird wie folgt ergänzt:

„Anlage 3:

### **Balance of Performance (BoP)**

#### **GT3**

<i>Number</i>	<i>Make</i>	<i>Evo</i>	<i>Model</i>	<i>Weight</i> [kg]	<i>Restrictor</i> [n]	<i>Restrictor</i> [mm]
<i>Klasse 1 [evo]</i>						
GT3-038	Audi	2022	R8 LMS GT3 (evo II)	1.270	2	36
GT3-042	Mercedes	2019	AMG GT3	1.295	2	35
GT3-050	Porsche	2019	911 GT3 R	1.235	2	41,5
GT3-053	BMW	2022	M4 GT3	1.290	None	none
GT3-054	Lamborghini	2023	Huracan GT3 (evo II)	1.285	1	46
GT3-055	Porsche	2023	992 GT3 R	1.270	2	39,5
<i>Klasse 1 [nicht evo]</i>						
GT3-038	Audi	2019	R8 LMS GT3 (incl. evo I)	1.285	2	40
GT3-040	Lamborghini	2015	Huracan GT3	1.285	2	39
GT3-041	Porsche	2018	911 GT3 R	1.220	2	43
GT3-042	Mercedes	2016	AMG GT3	1.290	2	35

Boost BMW M4 GT3	
rpm	max. Pboost ratio
3500	2,20
4000	2,30
4500	2,39
5000	2,50
5500	2,65
6000	2,74
6250	2,75
6500	2,67
7000	2,42
≥7100	2,1

## GT4

**Balance of Performance  
GT4 CARS  
Track Oschersleben**

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Marke	Model	Min Weight Kg	BOP Ballast Kg	Total weight	Ride Height Front	BOP Extra mm	Ride Height Rear	BOP Extra Mm	Comments
Audi	R8 LMS GT4	1460	+40	1500	95	+10	107	+5	Restrictor 44 mm ECU BOP 2021
BMW	M4 GT4	1430	+10	1440	124	+0	119	+0	Silver Stick / Red Stick When =< 950mBar
BMW	G82 M4 GT4	1480	+30	1520	138,90	+16,10	149,50	+10,50	MAP 4 LT +1 ECU BOP 10/2022
Mercedes	AMG GT4	1400	+70	1470	93	+10	96	+5	Power Level 3 MAP 2019 ECU BOP 2020
Porsche	718 Cayman GT4 CS MR	1301	+24	1325	101	+5	94	+0	ECU BOP 2021
Porsche	718 Cayman GT4 RS Clubsport	1330	+50	1380	97	+5	100	+0	Restrictor 53,7 mm ECU BOP 2022

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.
- 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.
- Maximum rear static camber -3,5°

