

BULLETIN No. 05

From: The Stewards

Date: 18th May 2024

To: All Entrants, Drivers and Officials

Time: 13:31 hrs

The Stewards notify the following;

(1) Balance of Performance:

In accordance with Article 30.1 of the 2024 GT4 European Series Sporting Regulations, the Stewards confirm that the Balance of Performance document applicable for this competition is the document;

bearing the header:

BALANCE OF PERFORMANCE FOR MISANO

and the title:

BALANCE OF PERFORMANCE SRO GT4 CARS

and identified by the footer:

Decisions taken by the SRO GT Bureau 18/05/2024

This supercedes the Balance of Performance detailed in Bulletin 01.


Wim COOLS
Steward (Chairman)


Francesco MAFFEZZONI
International Steward


Antonello Di SPIRITO
ASN Steward



Balance of Performance SRO GT4 CARS MISANO



BALANCE OF PERFORMANCE FOR :

MISANO

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.

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.
- Aero devices can not be covered by paint, vinyl or tape. Only cut out lettering on the top surface of the wing and official stickers on the wing end plates is allowed.
- 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.
- 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.
- Minimum starting pressure 1,30 bar
- Maximum rear static camber -3,5°

Decisions taken by the SRO GT Bureau 18/05/2024

