



GT4
GT4 European Series

2021

GT4 European Series
Presentation



GT4 CONCEPT









Launched in 2006 and property of SRO Motorsports Group, the GT4 format initially grew in stature within the Dutch championship as well as in the Germany-based VLN series under the SP10 appellation. Offering value for money to Pro and Am drivers is one of the GT4 European Series' key values. Its proven concept earned its place in the international motorsport scene.

Drawing upon 20 years of experience, including more than a decade with GT4 cars, SRO conducts the Balance of Performance (BoP) of the GT4 European Series in order to ensure fair championship battles for all manufacturers involved. Increased manufacturer interest in recent years has resulted in a wide range of cars that are eligible to race in the GT4 European Series.

For GT4, SRO has followed the same principles that have made high-profile championships like the GT World Challenge so successful, namely reduced costs, technical fairness, dynamic races featuring professional and amateur racers, convenient locations, and a friendly paddock atmosphere. The organisation can count on extensive knowledge and enjoys approval by the FIA as an International Series. The GT4 European Series will feature on GT World Challenge Europe Powered by AWS weekends, ensuring strong media coverage

GT4 EUROPEAN SERIES CALENDAR 2021

	MONZA	16 – 18 April 2021
	CIRCUIT PAUL RICARD	28 – 30 May 2021
	ZANDVOORT	18 - 20 June 2021
	TOTAL 24H OF SPA	28 - 31 July 2021
	NÜRBURGRING	3 - 5 September 2021
	BARCELONA	8 – 10 October 2021



FORMAT

GT4 EUROPEAN SERIES

Format	4 days / Thursday test sessions for selected rounds
Set-Up day	Wednesday or Thursday (Spa Francorchamps Monday / Tuesday)
Scrutineering	Thursday morning or/and afternoon (Spa Francorchamps Wednesday and Thursday)
Administrative Checks and License Control	Thursday afternoon or/and Friday morning before Free Practice 1 (Spa Francorchamps Wednesday afternoon or Thursday morning)
Drivers Briefing	Friday morning (Spa on Thursday) before Free Practice 1
Free Practice	Two sessions of 60 minutes each
Qualifying	Qualifying 1: 20 minutes for Driver 1 setting grid of race 1 <i>*the 20 minutes may be reduced to 15 minutes at some events</i> Qualifying 2: 20 minutes for Driver 2 setting grid of race 2 <i>*the 20 minutes may be reduced to 15 minutes at some events</i>
Races	Two races of each 60 minutes (Qualified driver starts the race)
Pit Stops	1 Pit Stop
Stint Restrictions	Pit stop window between 25 th and 35 th of the race
Eligible Cars	Reserved for GT4 Grand Touring cars homologated by the RACB for SRO as defined by the applicable technical regulations.
Drivers (according to FIA Drivers Categorization system)	Silver/Silver* Silver/Bronze Gold/Bronze (extra car ballast on demand) Bronze/Bronze *All Silver-Silver pairings are subject to acceptance of the GT4 Sporting Committee. The Silver category is open to young Silver pairings with drivers that have no significant racing experience.
Categories	Silver Cup / Pro-Am Cup / Am Cup / Team
Podium	First three in the Silver Cup Category First three in the Pro-Am Cup Category First three in the Am Cup Category Team representative of winning team each class
Points	Per race: 25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 - 1
Licence Requirement	International Grade D Licence minimum.
Tyres	Limited to maximum of 2 sets dry weather tyres per event for returning teams. For any car's first event of the season, three sets of dry weather tyres.

CATEGORIES, PRICES AND EQUIPMENT 2021

Driver categories in the GT4 European Series:

- Silver Cup
- PRO/AM Cup
- **AM Cup**
- Teams Trophy

Entry	Price	Registration Deadline
Full Season	€ 21.000	30th November 2020
Full Season	€ 22.000	31th December 2020
Full Season	€ 24.000	31th January 2021
Full Season	€ 25.000	5th April 2020
Race by Race	€ 4.500	14 days before the start of each event
<i>*all prices are excluding VAT</i>		

The entered car(s) must be equipped with a GT4 kit which contains the following products:

- SRO Emotag Datalogger
- MyLaps DP-I driverID Transponder
- Onboard camera including in-car 12v usb charging and 8GB MicroSD memory
- Red braking light installed on the dashboard.

**Kit not included in entry fee*

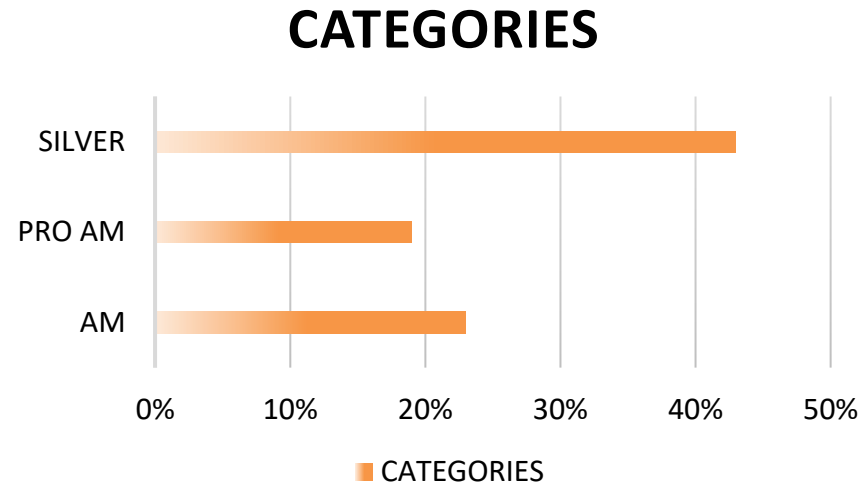


MANUFACTURER

13 Different GT4 Homologated Cars allowed to take part in the GT4 European Series



DRIVERS CATEGORIES



1. **MOST PRESTIGIOUS RACE TRACKS AROUND EUROPE**

2. **BEST BALANCED CALENDAR**

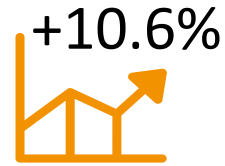
3. **SUPPORT RACE GT WORLD CHALLENGE**

SOCIAL MEDIA 2020



14.7K

PAGE LIKES



115K

TOTAL VIDEO VIEWS



59.7K

BEST POST REACH



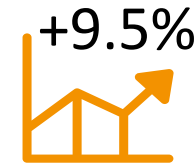
+150

TOTAL POSTS 2020



15.8K

FOLLOWERS



48K

TOTAL VIEWS



49.2K

TOTAL INTERACTIONS



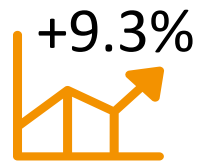
+200

TOTAL POSTS 2020



5.6K

FOLLOWERS



BEST COVERAGE
GT4 WORLDWIDE

31.3K

TOTAL ENGAGEMENTS



6.3K

TOTAL POSTS

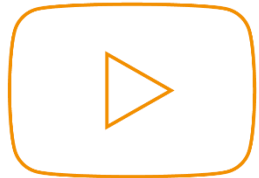


STREAMING PLATFORM 2020

242K ^{+27.6%}
GT WORLD
SUBSCRIBERS



MOST VIEWED PLATFORM
FOR GT RACES WORLDWIDE



**ENGLISH & FRENCH
COMMENTARY**



MOST VIEWED RACE 2020

207.934 VIEWS



ALL RACES LIVE STREAMED ON
www.gt4series.com / YOUTUBE / FACEBOOK



1. WHAT IS BOP?

In sports car racing, balance of performance (abbreviated BoP) is a regulation and mechanism that maintains parity between competing vehicles by adjusting limits on a car's parameters, such as horsepower, weight, engine management, and aerodynamics to prevent a single manufacturer from becoming dominant in a racing class or series.

2. WHAT CAN BE DONE IN TERMS OF BOP?

Weight, Ride Height, Rim, Tyre size, Engine Management and Power.

With those tools, the technical director is evaluating with data collected, which parameters need to be changed to ensure a competitive environment on all different circuits.

3. CHALLENGES AND ADVANTAGES

GT4 cars are improved road cars with minimum modifications needed for competitions.

As such there is big difference between the engine and engine position, which could vary from a small 4cylinder 1.8l turbo engine in the rear to a big V8 6,2L in front.

Moreover, the minimum weight of the competing cars could also vary from 1100 kgs to more than 1500 kgs. Knowing that there is less parameter to adjust than the GT3 which are more homogenic in term of power and weight, the performance of the GT4 could vary a lot depending on the type of circuit they are racing. This is a big Challenge for SRO to adapt the BOP race by race, but with less parameters to adjust

HOMOLOGATED GT4 CARS 2020



Alpine A110 GT4



Aston Martin Vantage AMR GT4



Audi R8 LMS GT4



BMW M4 GT4



Chevrolet Camaro GT4.R



Ekris M4 GT4*



Ford Mustang GT4



Ginetta G55 GT4*



KTM X-Bow GT4*



McLaren 570S GT4



Mercedes-AMG GT4



Porsche 718 Cayman GT4 CS MR



Toyota GR Supra GT4

*out of homologation at the end of 2020

PODIUMS GT4 SERIES 2020

Percentage of participating models across all GT4 series*:

BMW M4 GT4	19.26%
Mercedes AMG GT4	17.77%
Porsche 718 Cayman GT4 CS MR"	16.30%
Aston Maritn Vantage AMR GT4	11.85%
Audi R8 LMS GT4	7.40%
McLaren 570S GT4	5.21%
Ginetta G55 GT4	5.21%
Alpine 110A GT4	5.21%
Toyota GR Supra GT4	3.70%
Ford Mustang GT4	2.90%
KTM X-Bow GT4	2.22%
Chevrolet Camaro GT4 R	2.22%
Panoz Esperante Avezzano	0.75%

PODIUMS			
Car Models	1st	2nd	3rd
Mercedes AMG GT4	35	29	22
Porsche 718 Cayman GT4 CS MR	33	36	42
BMW M4 GT4	31	27	33
Aston Martin Vantage AMR GT4	27	20	24
McLaren 570S GT4	16	11	14
KTM X-Bow GT4	9	5	4
Toyota GR Supra GT4	8	6	7
Audi R8 LMS GT4	6	19	9
Alpine 110A GT4	5	8	12
Ginetta G55 GT4	3	7	5
Panoz Esperante Avezzano	2	1	1
Ford Mustang GT4	1	2	
Chevrolet Camaro GT4 R	1	5	4

*Including GT4 America, GT4 European Series, FFSA GT4 France, ADAC GT4, British GT4, IMSA and Italian GT

PODIUMS GT4 SERIES 2020

Number of podiums in all classes per car entered			
Car models	Podiums	cars entered	result
KTM X-Bow GT4	18	3	6.0
McLaren 570S GT4	41	7	5.9
Porsche 718 Cayman GT4 CS MR	111	22	5.0
Aston Martin Vantage AMR GT4	71	16	4.4
Toyota GR Supra GT4	21	5	4.2
Panoz Esperante Avezzano	4	1	4.0
Mercedes AMG GT4	86	24	3.6
Alpine 110A GT4	25	7	3.6
BMW M4 GT4	91	26	3.5
Chevrolet Camaro GT4 R	10	3	3.3
Audi R8 LMS GT4	34	11	3.1
Ginetta G55 GT4	15	8	1.9
Ford Mustang GT4	3	4	0.8

Number of victories in all classes per car entered			
Car models	victories	cars entered	result
KTM X-Bow GT4	9	3	3.00
McLaren 570S GT4	16	7	2.29
Panoz Esperante Avezzano	2	1	2.00
Aston Martin Vantage AMR GT4	27	16	1.69
Toyota GR Supra GT4	8	5	1.60
Porsche 718 Cayman GT4 CS MR	33	22	1.50
Mercedes AMG GT4	35	24	1.46
BMW M4 GT4	31	26	1.19
Alpine 110A GT4	5	7	0.71
Audi R8 LMS GT4	6	11	0.55
Ginetta G55 GT4	3	8	0.38
Chevrolet Camaro GT4 R	1	3	0.33
Ford Mustang GT4	1	4	0.25

*Including GT4 America, GT4 European Series, FFSA GT4 France, ADAC GT4, British GT4, IMSA and Italian GT

PIRELLI, OUR EXCLUSIVE TYRE PARTNER



Pirelli exclusive tyre partner of the GT4 European Serie

The GT4 European Series is organised and promoted by SRO, which is also behind the headlining GT World Challenge powered by AWS, where Pirelli has a long-term tyre supply agreement. Pirelli first supplied the GT4 European Series in 2016, and is the exclusive tyre partner into the future.

While the GT World Challenge powered by AWS uses GT3 cars from the world's leading sports car manufacturers, the grids of the GT4 European Series are formed by SRO homologated GT4 cars, in order to open up the competition to as many drivers as possible.

Matteo Braga, Pirelli's racing activities manager:

"All the tyres we provide for GT demonstrate the technology transfer that cascades from Formula 1, to GT racing, to other forms of motorsport and our Ultra High Performance road car tyres. The products we are using have been tested for several years in many different championships, so they complement the philosophy of the GT4 European Series and French GT perfectly. It's a great pleasure for us to continue our agreement with the GT4 European Series."

Stéphane Ratel, Founder and CEO SRO Motorsports Group:

"We are happy to have Pirelli on board for the GT4 European Series. They are of course our loyal and efficient partner in everything GT3, and since Pirelli already provided GT4 teams with their tyres in the current GT4 European Series and British GT championship, they have plenty of experience with the GT4 category as well. The Pirelli tyre is not only very efficient, but also good value for money, so completely in line with the GT4 spirit."



A brand of TOTAL



TOTAL Exclusive Partner for the GT4 European Series

Total ACS - for Additives and Special Fuels – has been designing, developing, manufacturing and marketing the racing fuels of the Total Group as well as the famous range of racing lubricants ELF HTX on a worldwide basis since 1967.

Among the many racing series where the ELF racing fuels are present, the GT World Challenge Series has always occupied a special place in the sporting agenda of Total ACS.

It is a triple challenge the Givors (near Lyon, France) based Total entity took pleasure to meet , thanks to its technical expertise:

- A well proven racing fuel : the ELF LMS® gasoline whose formulation is adapted to both normally aspirated and turbocharged engines.
- A very careful quality of manufacturing : throughout the season, Total ACS major concern has been to provide fuel with rigorously constant characteristics, providing maximum comfort for the motorists and respectful of the " powertrain " component of the Balance of Performance
- A customer oriented service : support team on the circuit fully focused on providing the best possible service to the GT world and sharing its passion for sport excellence.

CONTACTS



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