

Bulletin 05/2024

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</i> | | | | | | |
| <i>[evo]</i> | | | | | | |
| GT3-038 | Audi | 2022 | R8 LMS GT3 (evo II) | 1.290 | 2 | 36 |
| GT3-40 | Lamborghini | 2019 | Huracan GT3 | 1.290 | 2 | 39 |
| GT3-042 | Mercedes | 2019 | AMG GT3 | 1.325 | 2 | 35 |
| GT3-050 | Porsche | 2019 | 911 GT3 R | 1.255 | 2 | 41,5 |
| GT3-053 | BMW | 2022 | M4 GT3 | 1.310 | None | none |
| GT3-054 | Lamborghini | 2023 | Huracan GT3 (evo II) | 1.305 | 1 | 46 |
| GT3-055 | Porsche | 2023 | 992 GT3 R | 1.290 | 2 | 39,5 |
| GT3-056 | Ferrari | 2023 | 296 GT3 | 1.310 | none | none |
| <i>Klasse 1 [nicht evo]</i> | | | | | | |
| GT3-038 | Audi | 2019 | R8 LMS GT3 (incl. evo I) | 1.305 | 2 | 40 |
| GT3-040 | Lamborghini | 2015 | Huracan GT3 | 1.305 | 2 | 39 |
| GT3-041 | Porsche | 2018 | 911 GT3 R | 1.240 | 2 | 43 |
| GT3-042 | Mercedes | 2016 | AMG GT3 | 1.310 | 2 | 35 |

| Boost BMW M4 GT3 | | Boost Ferrari 296 GT3 | |
|------------------|-------------------|-----------------------|-------------------|
| rpm | max. Pboost ratio | rpm | max. Pboost ratio |
| 3500 | 2,20 | 4000 | 1,78 |
| 4000 | 2,32 | 4500 | 2,07 |
| 4500 | 2,42 | 5000 | 2,24 |
| 5000 | 2,52 | 5500 | 2,30 |
| 5500 | 2,66 | 6000 | 2,31 |
| 6000 | 2,73 | 6500 | 2,31 |
| 6250 | 2,75 | 7000 | 2,27 |
| 6500 | 2,67 | 7500 | 2,20 |
| 7000 | 2,44 | ≥8000 | 2,07 |
| ≥7100 | 2,1 | | |

D:

- Um das jeweilige Ladedrucklimit zu erhalten, muss das angegebene Ladedruckverhältnis mit dem veröffentlichten Umgebungsdruck multipliziert werden.

- Teilnehmer müssen den Ladedruck relativ zum Umgebungsdruck für jedes Event anpassen.

- Zur Ladedrucküberwachung wird die "FIA Boost Control Strategy v9" angewandt.

- Max. statischer Hinterachssturz -3,5°

ENG:

- Values are boost pressure ratio and need to be multiplied by the ambient pressure to get the Pboost limit.

- Competitors must adjust boost pressure relative to ambient pressure at each event

- Control of Pboost strategy as per FIA Boost Control Strategy v9

- Max. static rear camber -3,5°

**Balance of Performance
GT4 CARS
Track Nürburgring (Sprint)**

**Allgemeiner Deutscher
Automobil-Club e.V.**
Hansastraße 19
80686 München
T +49 89 7676 0
F +49 89 7676 25 00



| 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 | +25 | 1485 | 95 | +10 | 107 | +5 | Restrictor 44 mm ECU BOP 2021 |
| BMW | M4 GT4 | 1430 | +15 | 1445 | 124 | +0 | 119 | +0 | Silver Stick / Red Stick When <= 950mBar |
| BMW | G82 M4 GT4 | 1480 | +25 | 1505 | 138,90 | +16,10 | 149,50 | +10,50 | MAP 4 LT +0 ECU BOP 10/2022 |
| Mercedes | AMG GT4 | 1400 | +50 | 1450 | 93 | +15 | 96 | +5 | Power Level 2 MAP 2019 ECU BOP 2020 |
| Porsche | 718 Cayman GT4 CS MR | 1301 | +19 | 1320 | 101 | +5 | 94 | +0 | ECU BOP 2021 |
| Porsche | 718 Cayman GT4 RS Clubsport | 1330 | +60 | 1390 | 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°

