Balance of Performance Publication

Date: 16 November 2026

MICHELIN 24H KYALAMI 2027

To the Sporting Regulations and Technical Regulations
Michelin 24H SERIES 2026

Dear Teams and Drivers

This Balance of Performance Publication is in force with immediate application and replaces any previously published BoP Publications.

Notes on boost control:
Control of Pboost strategy as per Appendix 1, for all cars of which Pboost max is specified, unless explicitly specified otherwise.

Approved:
Creventic



Class GT3 including GT3-PRO/AM and GT3-AM: FIA-GT3 Cars

Brand & Type	FIA-GT3	Min. weight	Max. refuelling amount	Fuel flow**	Max. restrictor	Remarks
Aston Martin Vantage AMR GT3 EVO (2024)	GT3-051	1300 kg	120 L	100%	N/A	**Max Pboost ratio/rpm*** 1,80/4000 1,80/4500 1,84/5000 1,83/5500 1,82/6000 1,80/6500 1,78/7000 1,40/>7250
Audi R8 LMS GT3 EVO II (2022)	GT3-038	1300 kg	105 L	90%	2x36,5 mm	N/A
BMW M4 GT3	GT3-053	1315 kg	105 L	90%	N/A	**Max Pboost ratio/rpm*** 2,40/4000 2,47/4500 2,57/5000 2,67/5500 2,74/6000 2,76/6250 2,68/6500 2,44/7000 2,10/7500
BMW M4 GT3 EVO (2025)	GT3-053	1320 kg	105 L	90%	N/A	**Max Pboost ratio/rpm*** 2,38/4000 2,38/4500 2,33/5000 2,28/5500 2,21/6000 2,19/6250 2,13/6500 2,00/7000 1,90/7500
Ferrari 296 GT3	GT3-056	1320 kg	105 L	90%	N/A	**Max Pboost ratio/rpm*** 1,83/4000 2,26/4500 2,52/5000 2,48/5500 2,44/6000 2,39/6500 2,35/7000 2,27/7500 2,19/8000 1,00/>8100
Ferrari 296 GT3 EVO (2026)	GT3-056	1320 kg	105 L	90%	N/A	**Max Pboost ratio/rpm*** 1,80/4000 2,23/4500 2,49/5000 2,45/5500 2,41/6000 2,36/6500 2,32/7000 2,24/7500 2,15/8000 1,00/>8100
Lamborghini Huracán GT3 EVO (2019)	GT3-040	1320 kg	115 L	100%	2x39 mm	FIA restrictor design acc. 2021 homologation regulations Group GT3
Lamborghini Huracán GT3 EVO2 (2023)	GT3-054	1340 kg	115 L	100%	1x49 mm	N/A
McLaren 720S GT3 EVO (2023)	GT3-052	1315 kg	115 L	100%	N/A	**Max Pboost ratio/rpm*** 1,77/4000 1,75/4500 1,73/5000 1,70/5500 1,65/6000 1,59/6500 1,52/7000 1,49/7500 1,40/8000 1,21/8100
Mercedes-AMG GT3 EVO (2020)	GT3-042	1360 kg	110 L	95%	2x34,5 mm	FIA restrictor design acc. 2021 homologation regulations Group GT3
Porsche 911 GT3 R (991 II)	GT3-050	1290 kg	105 L	90%	Free	N/A
Porsche 911 GT3 R (992)	GT3-055	1315 kg	105 L	90%	2x39,5 mm	N/A
Porsche 911 GT3 R (992) EVO (2026)	GT3-055	1320 kg	105 L	90%	2x39,5 mm	N/A

Your (GT3) car not listed here? Please make an individual request to 24hseries@creventic.com
All restrictors must be acc. FIA-restrictor design 2022 homologation regulations Group GT3 GT RESTRICTOR GEOMETRY (unless explicitly described otherwise)
* 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. Pboost limits linear interpolation approach.
** Fuel flow is % of max fuel flow. The fuel flow restriction is fully integrated in the fuel pumps and works fully automatic.
Creventic can apply reduced refuelling rates, because Creventic has its own professional and dedicated central fuel station. This way, the difference in fuel consumption over the entire course of the race is compensated. 100% is equal to 45 l/min.



BOP table GT3-PRO, GT3-PRO/AM and GT3-AM

Class*	BOP*	Balance of Performance**			
		Weight	Power	Refuelling	Fuel flow***
GT3-PRO Teams in Class GT3	**PRO BOP**	+/- 0 kg	+/- 0 kW	15% max refuelling @ CODE 60	-/- 20%
GT3-PRO/AM	**PRO/AM BOP**	+/- 0 kg	+/- 0 kW	15% max refuelling @ CODE 60	-/- 10%
GT3-AM	**AM BOP**	+/- 0 kg	+/- 0 kW	15% max refuelling @ CODE 60	+/- 0%
	AM-Advantage BOP (for team with full AM driver line-up)	+/- 0 kg	+/- 0 kW	40% max refuelling @ CODE 60	+/- 0%

* Class and corresponding BOP is determined by Team composition (Creventic Driver Categories)
** BOP adjusted (+/-) refuelling amount and fuel flow, referred to initial value specified on page 2. Fuel flow is % of max fuel flow. The fuel flow restriction is fully integrated in the fuel pumps and works fully automatic. Creventic can apply reduced refuelling rates, because Creventic has its own professional and dedicated central fuel station. 100% is equal to 45 l/min.
*** Percentage reduction relative to fuel flow listed on page 2. So if fuel flow on page 2 is listed as 90%, PRO BOP fuel flow is 80% of 90% = 72%, and PRO/AM BOP fuel flow is 90% of 90% = 81%.

For all Classes except Class 992 and Class GT3

SEMI-PRO-BOP

This "SEMI-PRO-BOP" refers to art. 10.2.1 (Number of Drivers per team) of the Sporting Regulations and is applicable for a team with driver line-up with only AM+ and/or SEMI-PRO drivers.

BOP	Balance of Performance*			
	Weight	Power	Refuelling	Fuel flow**
SEMI-PRO BOP	+/- 0 kg	+/- 0 kW	+/- 0 L	-/- 10%

* BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in this BOP Publication.
** Percentage reduction relative to fuel flow listed on page 5-7. So if fuel flow on page 5-6-7 is listed as 90%, SEMI-PRO BOP fuel flow is 90% of 90% = 81%.

CREVENTIC
Creventic B.V.
Zandstraat 1 - 6591 DA Gennep - The Netherlands
info@creventic.com - +31 485 471 166 - www.creventic.com
Registered in the Netherlands No: 12057725
VAT-Number: NL814640217B01

Class 992 including 992-AM: Porsche 992 Cup Cars
Porsche 911 GT3 Cup (992 I) BOP table

Class*	BOP*	Min. weight	Max. refuelling amount	Fuel flow**	Remarks
992-PRO Teams in Class 992	**PRO BOP**	1310 kg	110 L 17 L @ CODE 60	85%	Models 2021-2025 No Restrictor
992-AM	**AM+ BOP**	1310 kg	110 L 28 L @ CODE 60	90%	Models 2021-2025 No Restrictor
	AM BOP	1310 kg	110 L 28 L @ CODE 60	100%	Models 2021-2025 No Restrictor
	AM-Advantage BOP (for team with full AM driver line-up)	1310 kg	110 L @ Green 44 L @ CODE 60	100%	Models 2021-2025 No Restrictor

The engine electronic control unit must be programmed and only used with the following software version:
MS66_PAG992_GT3_0203_992GT3CUP_klg9_CC28.s19.
* Class and corresponding BOP is determined by Team composition (Creventic Driver Categories)
** Fuel flow is % of max fuel flow. The fuel flow restriction is fully integrated in the fuel pumps and works fully automatic. Creventic can apply reduced refuelling rates, because Creventic has its own professional and dedicated central fuel station. 100% is equal to 45 l/min.

Porsche 911 Cup (992 II) BOP table

Class*	BOP*	Min. weight	Max. refuelling amount	Fuel flow**	Remarks
992-PRO Teams in Class 992	**PRO BOP**	1320 kg	110 L 17 L @ CODE 60	85%	Models 2026-2027 Restrictor max 75mm Part no: 0PB.130.146.N
992-AM	**AM+ BOP**	1320 kg	110 L 28 L @ CODE 60	90%	Models 2026-2027 Restrictor max 75mm Part no: 0PB.130.146.N
	AM BOP	1320 kg	110 L 28 L @ CODE 60	100%	Models 2026-2027 Restrictor max 75mm Part no: 0PB.130.146.N
	AM-Advantage BOP (for team with full AM driver line-up)	1320 kg	110 L @ Green 44 L @ CODE 60	100%	Models 2026-2027 Restrictor max 75mm Part no: 0PB.130.146.N

The engine electronic control unit must be programmed and only used with the following software version:
MS66_PAG992_GT3_0301_911Cup_nkn8_data_CupPA_C07.s19.
* Class and corresponding BOP is determined by Team composition (Creventic Driver Categories)
** Fuel flow is % of max fuel flow. The fuel flow restriction is fully integrated in the fuel pumps and works fully automatic. Creventic can apply reduced refuelling rates, because Creventic has its own professional and dedicated central fuel station. 100% is equal to 45 l/min.

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Class GTX: Special Grand Touring Cars

Brand & Type	Cylinder capacity	Min. weight	Max. refuelling amount*	Fuel flow**	Remarks
Audi R8 LMS GT2	5200cc	1360 kg	120 L	100%	AIM Evo5 or Evo6 mandatory
Ginetta G56 GT2	6200 cc	1310 kg	120 L	100%	AIM Evo5 or Evo6 mandatory
IRC GT	6200 cc	1125 kg	120 L	100%	N/A
KTM X-BOW GT2	2500 cc Turbo	1150 kg	115 L	100%	Max Pboost 2,4 bar, independent of Pamb Max 7000 rpm AIM Evo5 or Evo6 mandatory
KTM X-BOW GTX	2500 cc Turbo	1100 kg	115 L	100%	Max Pboost 2,4 bar, independent of Pamb Max 7000 rpm AIM Evo5 or Evo6 mandatory
Lamborghini Huracán Super Trofeo EVO	5200 cc	1330 kg	110 L	100%	2 x max 41mm AIM Evo5 or Evo6 mandatory
Lamborghini Huracán Super Trofeo EVO2	5200 cc	1340 kg	110 L	100%	2 x max 41mm AIM Evo5 or Evo6 mandatory
Ligier JS P4	3700 cc	TBD	TBD	TBD	TBD
Ligier JS2 RS	3500 cc Turbo	1150 kg	120 L	100%	Max Pboost ratio 1,4*** AIM Evo5 or Evo6 mandatory
Maserati MC20 GT2	3000 cc Turbo	1365 kg	120 L	100%	Engine map 2024: Unrestricted AIM Evo5 or Evo6 mandatory
McLaren Artura Trophy EVO	3000 cc Turbo	TBD	TBD	TBD	TBD
Mercedes-AMG GT2	4000 cc Turbo	1435 kg	120 L	100%	Engine map 2023: PL7 AIM Evo5 or Evo6 mandatory
Nova NP02	5000 cc	865 kg	80 L	70%	Low downforce configuration Engine map 375HP AIM Evo5 or Evo6 mandatory
Porsche 911 GT3 Cup MR (991 I)	3800 cc	1200 kg	120 L	100%	N/A
Porsche 911 GT3 Cup (992)	4000 cc	1310 kg	110 L	100%	Porsche Cosworth datalogger with 2x Memory RLU acc. Class 992
Radical RXC Coupe	3500 cc	1130 kg	100 L	90%	TBD AIM Evo5 or Evo6 mandatory
Rossa LM GT	5200 cc	1260 kg	120 L	100%	AIM Evo5 or Evo6 mandatory
Vortex 2.0	6200 cc	1080 kg	115 L	100%	Engine map 0,1,2,3,4 allowed in all sessions, including race AIM Evo5 or Evo6 mandatory

Your (GTX) car not listed here? Please make an individual request to 24hseries@creventic.com
* Unless otherwise mentioned, all CODE 60 refuelling values are 100%.
** Fuel flow is % of max fuel flow. The fuel flow restriction is fully integrated in the fuel pumps and works fully automatic.
Creventic can apply reduced refuelling rates, because Creventic has its own professional and dedicated central fuel station. This way, the difference in fuel consumption over the entire course of the race is compensated. 100% is equal to 45 l/min.
*** 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



Class GT4: GT4 Grand Touring Cars

Brand & Type	RACB-GT4	Min. weight	Max. refuelling amount	Fuel flow*	Max. restrictor	Remarks**
Aston Martin Vantage AMR GT4	GT4-036	1465 kg	105 L	95%	N/A	Max Pboost acc. 2020 MAP 3 (ref. point 1864 mbar @ 4500 rpm)
Audi R8 LMS GT4 EVO (2020)	GT4-038	1475 kg	110 L	100%	2x44 mm	Restrictor thickness 5mm, acc. Audi R8 LMS GT4 restrictor drawing
BMW M4 GT4 (G82)	GT4-044	1480 kg	110 L	100%	N/A	Engine map: SP4 / LT-0
BMW M4 GT4 EVO (G82) (2025)	GT4-044	1480 kg	110 L	100%	N/A	Engine map: SP4 / LT-0
Ginetta G55 GT4	GT4-019	1100 kg	95 L	85%	68 mm	Restrictor design: G55-E0398
Ginetta G56 GT4	GT4-041	1250 kg	105 L	95%	48 mm	Restrictor design: acc. homologation
Ginetta G56 GT4 EVO (2024)	GT4-041	1420 kg	105 L	95%	50 mm	Restrictor design: acc. homologation
KTM X-BOW GT4 (2018)	GT4-021	1120 kg	70 L	80%	N/A	Max Pboost 2,0 bar Max 7000 rpm
Lotus Emira GT4	GT4-043	1375 kg	120 L	100%	N/A	Engine map: Restricted 1 (ref. point 1703 mbar @ 5500 rpm)
Mercedes-AMG GT4	GT4-033 GT4-053	1460 kg	100 L	90%	N/A	Engine map 2025: PL4 (ref. point 1728 mbar @ 5500 rpm)
Porsche 718 Cayman GT4 RS Clubsport	GT4-042	1370 kg	100 L	90%	53.7 mm	Restrictor design: acc. homologation
Toyota GR Supra GT4 EVO (2023)	GT4-039	1405 kg	105 L	95%	N/A	Power Stick Silver
Toyota GR Supra GT4 EVO2 (2025)	GT4-051	1425 kg	105 L	95%	N/A	Power Stick Green

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* Fuel flow is % of max fuel flow. The fuel flow restriction is fully integrated in the fuel pumps and works fully automatic.
Creventic can apply reduced refuelling rates, because Creventic has its own professional and dedicated central fuel station. This way, the difference in fuel consumption over the entire course of the race is compensated. 100% is equal to 45 l/min.
** Specified Max Pboost pressure are absolute pressure at ambient of 1010mbar.

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Class TCE including TCX and TC: Special Touring and GT Cars

Class	Brand & Type	Cylinder capacity	Min. weight	Max. refuelling amount	Fuel flow*	Remarks
TCE-TCX	Alpine A110 Cup	1800 cc Turbo	1000 kg	95 L	80%	N/A
TCE-TCX	BMW M3 (E46)	3200 cc	1200 kg	120 L	85%	N/A
TCE-TCX	Ligier JS2 R	3700 cc	1075 kg	100 L	75%	AIM Evo5 or Evo6 mandatory
TCE-TCX	Ginetta G55	3700 cc	1100 kg	110 L	80%	N/A
TCE-TCX	Ginetta G56	6200 cc	1330 kg	105 L	80%	N/A
TCE-TCX	Porsche 718 Cayman GT4 Clubsport (982)	3800 cc	1325 kg	110 L	80%	AIM Evo5 or Evo6 or alternatively AIM MXS 1.2 with SD card module
TCE-TCX	Toyota GR Supra GT4 EVO "B-spec"	3000 cc Turbo	1390 kg	120 L	80%	No Power Stick "Permit B" spec AIM Evo5 or Evo6 mandatory
TCE-TC	Audi RS3 LMS DSG	2000 cc Turbo	1200 kg	100 L	100%	Ride height free
TCE-TC	Audi RS3 LMS TCR	2000 cc Turbo	1250 kg	100 L	100%	Max Pboost 2530 mbar Ride height free AIM Evo5 or Evo6 mandatory
TCE-TC	Cupra TCR DSG	2000 cc Turbo	1190 kg	100 L	100%	Ride height free
TCE-TC	Honda Civic Type R (FL5)	2000 cc Turbo	1200 kg	120 L	100%	N/A
TCE-TC	Seat Leon Cup Racer	2000 cc Turbo	1200 kg	115 L	100%	Ride height free
TCE-TC	Volkswagen Golf GTI TCR DSG	2000 cc Turbo	1190 kg	100 L	100%	Ride height free
TCE-TC	Volkswagen SupaPolo	2000 cc Turbo	1170 kg	100 L	100%	AIM Evo5 or Evo6 mandatory

Your (TCE) car not listed here? Please make an individual request to 24hseries@creventic.com
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Appendix 1: Control of Pboost strategy

For Cars with maximum Pboost defined, below boost strategy is applied and checked using 24H SERIES datalogger and sensors as described in the Technical Regulations.

- **Throttle**: >30% open
- **RPM**: >3500
- **Longitudinal acceleration**: >0 in forward direction
- **Longitudinal velocity**: >0
- **Overboost**: Recorded Pboost over limit for more than 50ms

If all above conditions are met, the Car is reported to the Race Director and/or the Stewards.

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