

Decisión nº / Decision nº: GT-OPEN-10-18

Asunto / Issue: Equilibrio de Prestaciones (BoP)
Balance of Performances (BoP).

Fecha / Date: 28 / 6 / 2018

A / To: Todos los equipos / *All competitors*

De / From: Delegado Técnico / *Technical Delegate*

CC / Copy to: R.F.E.A. & GT Sport Organización

**LA COMISIÓN TÉCNICA, REFERENTE A / THE TECHNICAL COMMISSION,
REFERING TO:**

Nombre concursante, equipo / Competitor, team name:

Todos los equipos / *All competitors*

Vehículo / Car:

Marca / Make: ---

Modelo / Model: ---

Nº ficha h. FIA/RFEDA / FIA/RFEDA h. form number: ---

Prueba / Meeting:

Desde la prueba de **Hungaroring**, , 6, 7 y 8 de Julio de 2018.

*From **Hungaroring** event, 6, 7 and 8 July 2018.*

DECIDE / DECIDES:

-Establecer el Balance of Performance (BoP) adjunto.

-To fix the attached Balance of Performance (BoP)

MOTIVO / REASON:

Equilibrio de prestaciones / Balance of Performance

Hungaroring, 6, 7 & 8 July 2018

Model	Hom. Form	Weight	Class	Ballast	Total Weight	Restrictors	Max. Boost Pressure								Note
							4000	4500	5000	5500	6000	6500	7000	>=7500	
Audi R8 LMS GT3	GT3 038	1220	GT	15	1235	2 X 39 mm									
Lamborghini Huracan GT3	GT3 040	1230	GT	30	1260	2 X 39 mm									
Mercedes AMG GT3	GT3 042	1285	GT	15	1300	2 x 36 mm									
BMW F13 M6	GT3 043	1290	GT	30	1320	---	1,8	1,86	1,92	1,97	1,93	1,78	1,65	---	
Ferrari 488 GT3	GT3 044	1260	GT	30	1290	---	1,48	1,53	1,58	1,60	1,62	1,59	1,55	1,47	
Aston Martin Vantage GT3	GT3 032	1230	GT	40	1270	2 x 42 mm									(1)
Bentley Continental GT3	GT3 035	1288	GT	22	1310	2 X 38 mm	2,01	2,07	2,05	2,05	1,81	1,70	1,60	---	
Mc Laren 650s	GT3 037	1245	GT	45	1290	2 X 38 mm	1,82	1,82	1,82	1,80	1,76	1,72	1,67	1,61	
Porsche 911 GT3 R (991)	GT3 041	1220	GT	20	1240	2 x 41,5 mm									(2)
Toyota Lexus RC-F GT3	GT3 046	1300	GT	15	1315	2 X 37 mm									
Mercedes SLS	GT3 028	1310	GT	10	1320	2 x 38 mm									(3)

 Updated data from last BoP .

NOTES: -Boost Pressure values of the tables are absolute pressure (bar A) for an ambient pressure of 1010 mbar. **Please refer to “Pboost Control Procedure” of next page.**

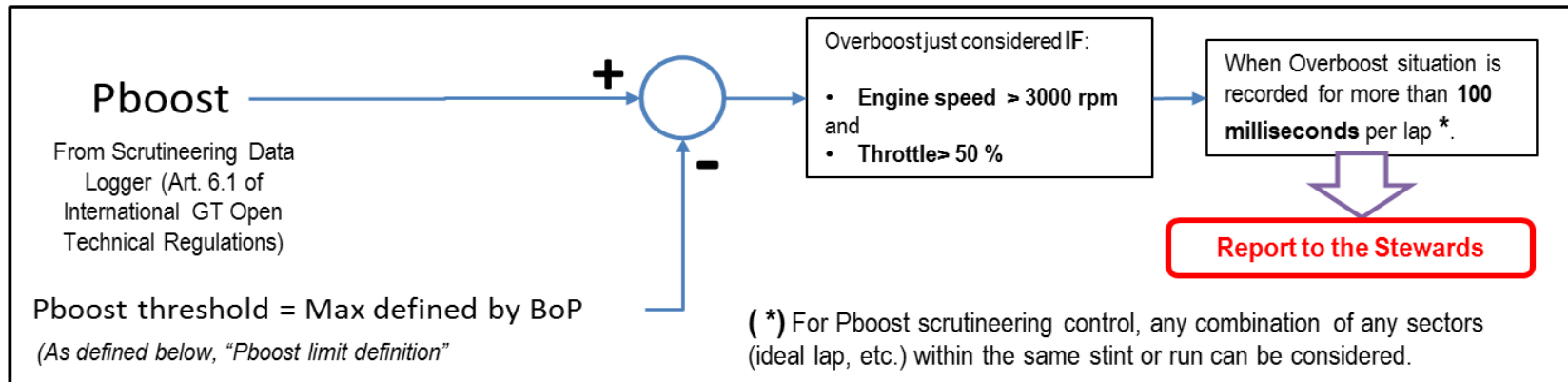
-The restrictor (s) dimension (s) are always the maximum values. In any case, it is possible to fit any restrictor (s), with smaller diameter (s) than those that are specified in the above BoP table.

-All the above mentioned dimensions for the restrictors are for those that have been previously approved and registered by FIA, or Int. GT Open Technical Commission.

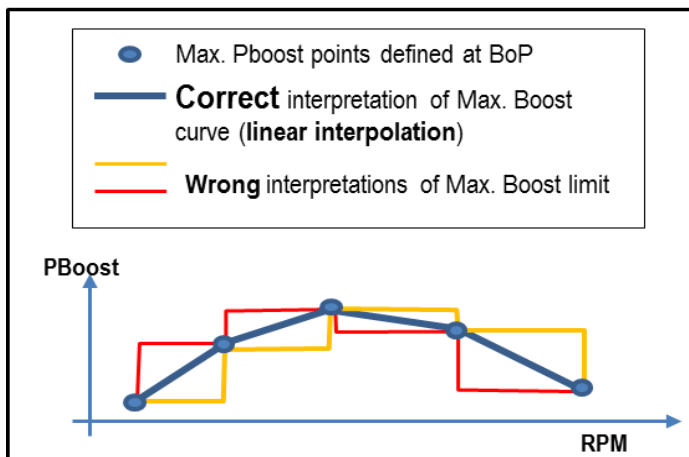
-As an important issue, and highly related to performance, please remind that all the vehicles must be according article nº 5 (noise) of General Technical Regulations

-(1) 2012 FIA 36 mm restr. also valid. / If 2012 eng. spec. with catalyts -25 kg (min. Weight 1245 kg) // (2) If restrictors of 2x 43 mm, 1260 kg Min Weight // (3) If restrictors of 2 x 40 mm, +20 kg of extra ballast (1340 kg min. weight) //

GT Open Pboost control procedure



Pboost limit definition



- BoP max. Pboost values are absolute ones (no tolerance applied) for an ambient pressure reference of **1010 mbar**.
- If real ambient pressure at the event is different from the reference value, the limit must be shifted, up or down, consequently (offset, not rate) . [Ej: if real ambient pressure at the event is 980 mbar, the limit must be decreased by 30 mbar (1010-980)].
- At each session, it will be considered as reference ambient pressure the one registered, and shown at the timing monitor, by the chrono team.

• For the **WHOLE EVENT**, it will be considered as reference ambient pressure the one declared and fixed by the Technical Commission of the Championship **BEFORE** the first Free Practice on Friday.

Hora y fecha de la decisión / *Time and date of the decision:*

28 - 06 - 18 / 12:00 h.

Miembros de la Comisión Técnica / *Members of the Technical Commission:*

Jesús Valdepeñas

Miembro

A handwritten signature in black ink, appearing to read "Jesús Valdepeñas".

Fernando Álvarez

Miembro



Luis Isasi

Presidente

A handwritten signature in black ink, appearing to read "Luis Isasi".

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