

2019**Decisión nº / Decision nº:** GT-OPEN-11-19**Asunto / Issue:** Equilibrio de Prestaciones (BoP)
*Balance of Performances (BoP).***Fecha / Date:** 29/08/2019**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 **Silverstone**, 6, 7 y 8 de Septiembre de 2019.*From Silverstone event, 6, 7 and 8 September 2019.***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**

Silverstone, 6, 7 & 8 September 2019

GT Open

Model	Hom. Form	Weight	Class	Ballast	Total Weight	Restrictors	Max. Boost Pressure								Note
							4000	4500	5000	5500	6000	6500	7000	>=7500	
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	---	
Audi R8 LMS GT3	GT3 038	1225	GT	10	1235	2 X 39 mm									(1)
Lamborghini Huracan GT3	GT3 040	1230	GT	30	1260	2 X 39 mm									(2)
Mercedes AMG GT3	GT3 042	1285	GT	50	1335	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	1,63	1,60	1,56	1,48	
Acura NSX GT3	GT3 047	1240	GT	30	1270	---	1,87	1,91	1,96	2,02	2,05	2,06	2,05	2,02	
Porsche 911 GT3 R (991-II)	GT3 050	1235	GT	20	1255	2 x 43 mm									
Aston Martin Vantage AMR GT3	GT3 051	1285	GT	0	1285	---	1,60	1,75	1,85	1,88	1,88	1,86	1,79	1,66	
Mc Laren 720s GT3	GT3 052	1205	GT	45	1250	---	1,79	1,80	1,78	1,77	1,73	1,67	1,58	1,51	

Updated data from last BoP .

NOTES: -Boost Pressure values of the tables are multiplying factors 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), of the same shape and design, with smaller diameter (s) than those that are specified in the above BoP table.

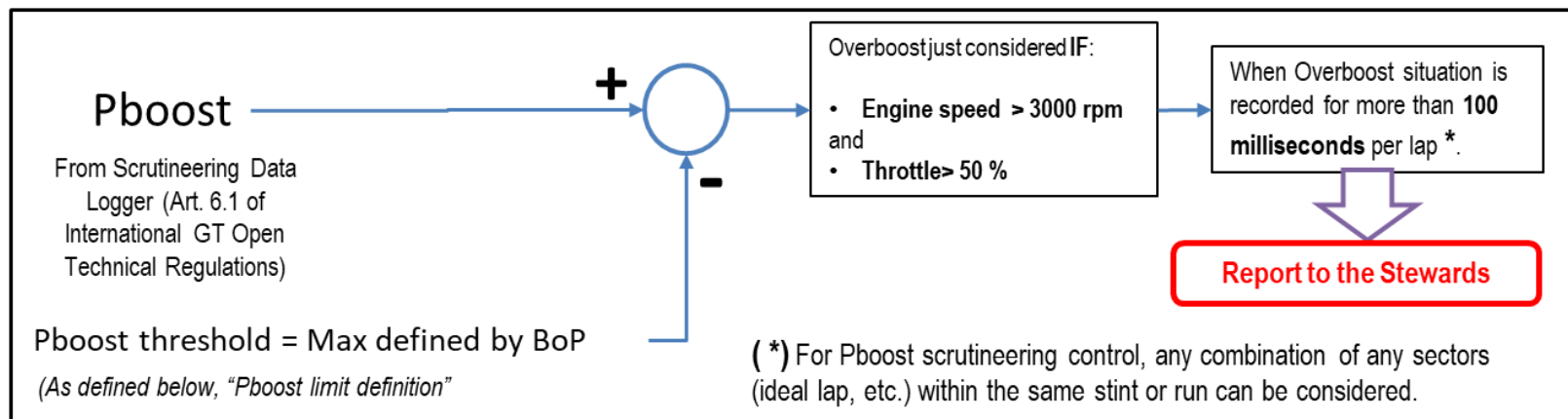
-All the above-mentioned dimensions for the restrictors are for those that have been previously approved and registered by FIA, or Int. GT Open Technical Comission.

-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

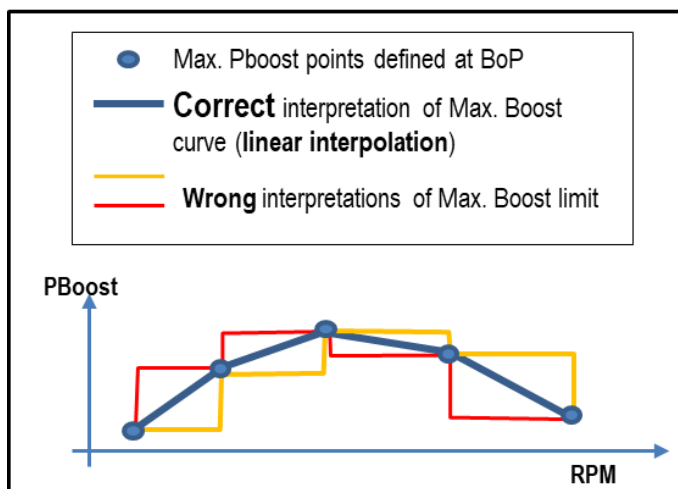
---(1) Authorized option: If restrictors of **2 x 41 mm, 1300 kg Min Weight**

---(2) Authorized option: If restrictors of **2 x 40 mm, 1300 kg Min Weight** (Just for 15/01 EVO)

GT Open Pboost control procedure



Pboost limit definition



- BoP max. Pboost values are absolute ones (no tolerance applied).
- If real ambient pressure at the event is different from the reference value of **1010 mbar**, the limit must be gained, up or down, consequently (rate, not offset). [Ej: if real ambient pressure at the event is 980 mbar, the multiplying factor must be multiplied by 980 and divided by 1010].

- 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.

2019

Hora y fecha de la decisión / *Time and date of the decision:* 29 - 08 - 19 / 12:00 h.

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

Jesús Valdepeñas

Miembro / *Member*



Fernando Álvarez

Miembro / *Member*



Luis Isasi

Presidente / *Chairman*



Recibido / *Received:*

Nombre de concursante, equipo / *Competitor, team name:*

Firmado / *Signed:*

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