

2022

Decisión nº / Decision nº: GT-OPEN-08-22

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

Fecha / Date: 30/06/2022

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**, 8, 9 y 10 de julio de 2022.

From **Hungaroring** event, 8th, 9th and 10th July 2022.

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, 8th, 9th and 10th July 2022

GT Open

Model	Hom. Form	Weight	Class	Ballast	Total Weight	Restrictors	Max. Boost Pressure								
							4000	4500	5000	5500	6000	6500	7000	>=7250	
Audi R8 LMS GT3	GT3 038	1225	GT3	65	1290	2 X 38 mm									
Lamborghini Huracan GT3	GT3 040	1230	GT3	40	1270	2 X 39 mm									
Mercedes AMG GT3	GT3 042	1285	GT3	40	1325	2 x 34,5 mm									
Ferrari 488 GT3	GT3 044	1260	GT3	30	1290	---	1.48	1.53	1.60	1.63	1.63	1.61	1.58	1.49	
Acura NSX GT3	GT3 047	1240	GT3	50	1290	---	1.91	1.99	2.00	2.02	2.04	2.04	2.01	1.99	
Bentley Continental 2018 GT3	GT3 049	1275	GT3	25	1300		1.85	1.77	1.70	1.63	1.58	1.49	1.38	1.30	
Porsche 911 GT3 R (991-II)	GT3 050	1235	GT3	15	1250	2 x 41,5 mm									
Aston Martin Vantage AMR GT3	GT3 051	1285	GT3	-15	1270	---	1.66	1.75	1.83	1.83	1.83	1.81	1.75	1.62	
Mc Laren 720s GT3	GT3 052	1205	GT3	65	1270	---	1.79	1.80	1.78	1.69	1.64	1.58	1.47	1.43	
BMW M4 GT3	GT3 053	1265	GT3	30	1295	---	2.38	2.47	2.53	2.62	2.70	2.62	2.37	2.10	

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.**

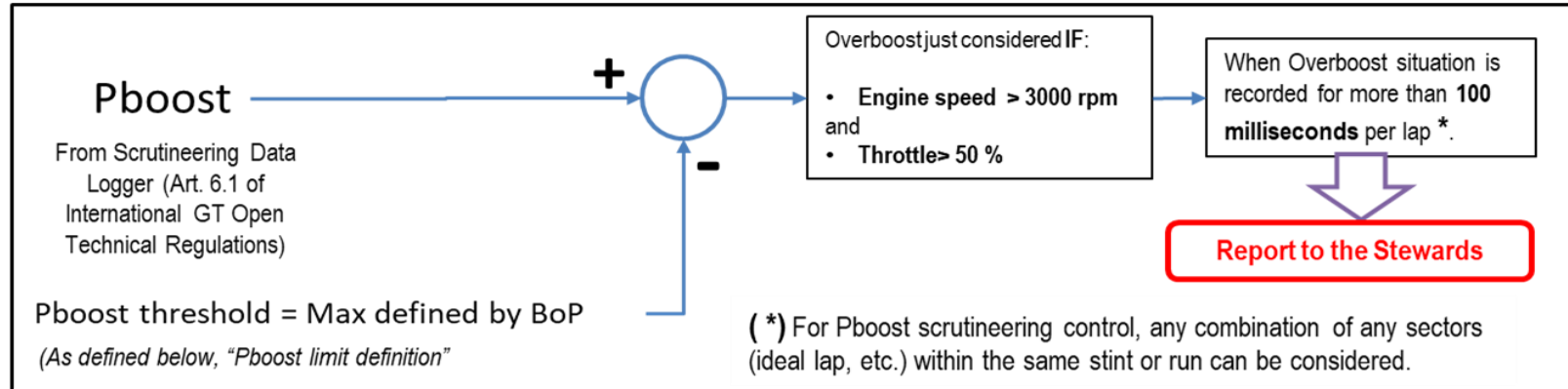
-The restrictor (s) dimension (s) are always the maximum values. In any case, it is possible to fit any restrictor (s), of the same shape and design, with smaller diameter (s) than those that are specified in the above BoP table.

-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 Commission.

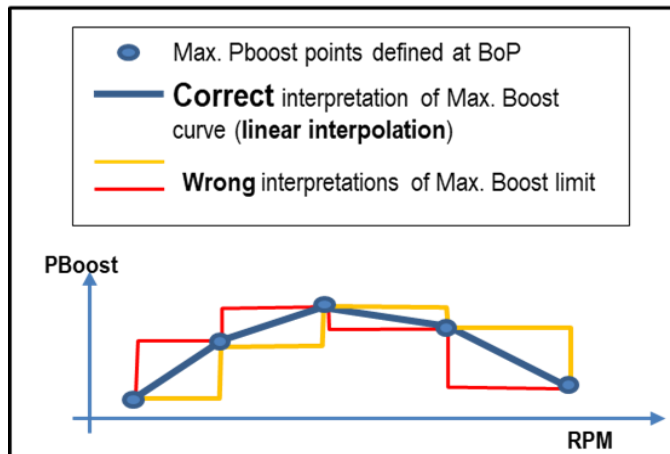
-As an important issue, and highly related to performance, please remind that all the vehicles must be according article nº 5 (noise) of General Technical Regulations.

-For all those vehicles that either were not at the official Winter Series BoP test, or have not entered enough races last season, the BoP could be adjusted during the event if found necessary.

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 gained, up or down, consequently (rate, not offset). [Ej: if real ambient pressure at the event is 980 mbar, the limit 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.

2022

Hora y fecha de la decisión / *Time and date of the decision:* 30 - 06 - 22 / 19:00 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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(Art. 1.8 del RD del International GT Open / Art. 1.8 of SR of International GT Open)