



# BALANCING PERFORMANCE

**Balance of Performance has been a key feature of APS since its inception, but how does it all work?**

Balance of Performance (BoP) changes in Prototype and Supersport racing have become a hot topic for discussion in recent times, with APS technical advisors constantly monitoring and altering the performance levels of cars to encourage parity and fairness.

BoP though is a cyclical game of give and take, which when done well results in excellent racing between a wide variety of cars. When it isn't so good, however, it can lead to dominant displays by certain teams or machines on a given weekend.

At its core, BoP is a process that can never be perfect, simply because

there is an endless number of variables affecting each car in question. Things like driver ability, circuit, weather, air pressure, temperature, they all factor in.

Despite all that though, APS has remained committed to calculating the changes needed to ensure that competition is as fair as possible and exciting for those involved – highlighted by successful events like the Bathurst Sportscar Challenge where no fewer than 5 different types of cars occupied the top 5 places.

But what do these minor changes actually mean? What effects do the

alterations to the cars have? And what can those of us who are not as well versed in the engineering side of Prototype racing take from each change?

In this era of Prototype racing with huge variety of vehicles, Balance of Performance is absolutely necessary. This feature is not designed to address the moral questions inherent in the process, nor to judge between the varied systems in use, but merely to provide some form of data-led factual basis by which to ensure fairness and close competition, rather than the 'ad-hoc' methods used in past years.

Mark Laucke is no stranger to BoP. As a competitor and stakeholder in Australian Prototype Series, he has been at the forefront of developing the categories BoP system in conjunction with Motorsport Australia.

“Depending on racing outcomes, BoP is used to achieve both interesting and competitive racing by means of creating similar lap times for very dissimilar vehicles.” explains Mark.

More and more, motorsport categories are headed down the path of 'spec' racing to ensure close competition. However, In forcing vehicles to be as identical as possible,

a scenario is created whereby identical performance characteristics results in processions of vehicles and uninteresting racing that needs to be “spiced up” with pit stops and other such contrivances.

Australian Prototype Series invites competitors to consult with the Category Manager about how BoP may affect their vehicle, and to submit key performance details of their vehicle via a simple form so that technical advisors may assess what performance parity measures may be required, if any.

The methods of control for BoP have

## DID YOU KNOW

APS considers BoP not as an obstruction to excellence, but rather to represent high Achievement, with all penalties imposed recognised as being earned by the Competitor based on the excellence of outcomes as achieved.

**It is for this reason BoP is promoted via stickers on the vehicles, and for 2023 will be communicated via social media and race commentary throughout a race weekend.**

