

Bulletin Nr. 04/2014 vom 07.05.2014
DMSB-Reg.-Nr.: 508/14

Sehr geehrte Damen und Herren,

anbei finden Sie Version 2 der Balance of Performance für das ADAC GT Masters in Zandvoort vom 09.05. – 11.05.2014.

Die Balance of Performance ist ab sofort gültig und ersetzt alle bisherigen Einstufungen.

DMSB genehmigt am 07.05.2014


Michael Günther
Leiter Automobilsport

BoP ADAC GT Masters for 2013/2014 FIA GT3 Specification

Zandvoort 09.05. – 11.05.2014

Number	Make	Model	Minimum weight	BoP ballast	Complete min. weight	Restrictor		Pressure boost limit	Minimum ride height	
			[kg]	[kg]	[kg]	[n]	[mm]	-	Front [mm]	Rear [mm]
GT3-016	Ford	GT	1190	50	1240	1	57	-		
GT3-017	Audi	R8 LMS	1250	15	1265	2	47	-		
GT3-023	BMW	E89 Z4	1230	30	1260	1	70	-		
GT3-024	Lamborghini	LP560-4	1175	50	1225	2	47	-	85	80
GT3-025	Porsche	911 GT3 R	1200	30	1230	1	56	-		
GT3-026	Corvette	Callaway Corvette Z06 R GT3	1270	20	1290	1	55	-		
GT3-028	Mercedes	SLS AMG GT3	1310	20	1330	2	36	-		
GT3-029	Ferrari	458 Italia GT3	1250	15	1265	2	41	-		
GT3-030	Nissan	GT-R NISMO GT3	1300	0	1300	2	40	see table		
GT3-031	McLaren	MP4-12C	1245	10	1255	2	36	see table		
GT3-032	Aston Martin	Vantage GT3	1230	50	1280	2	40	-		
GT3-033	Chevrolet	Camaro	1290	10	1300	1	66	-	91	99
GT3-034	Maserati	Granturismo MC GT3	1200	20	1220	1	65	-		
GT3-XXX *	Bentley	Continental GT3	1300	0	1300	2	38	see table		

* Subject to the approval of the 2014 EVO homologation

Pressure boost limit					
McLaren MP4 12-C		Nissan GT-R NISMO GT3		Bentley Continental GT3	
Engine speed [rpm]	Pboost limit [barA]	Engine speed [rpm]	Pboost limit [barA]	Engine speed [rpm]	Pboost limit [barA]
4000	1,82	All	2,05	4000	2,11
4500	1,80			4500	2,08
5000	1,76			5000	2,06
5500	1,76			5500	2,06
6000	1,72			6000	1,85
6500	1,61			6500	1,76
7000	1,56			≥ 7000	1,60
≥ 7500	1,50				

Notes on boost control:

- 2.1. Values are absolute pressure for an ambient pressure of 1010 mbar
- 2.2. Competitors must adjust boost pressure relative to ambient pressure at each event
- 2.3. Control of Pboost strategy as per document attached

Notes on weight and restrictors:

- 1.1. The fixation of additional weight on top of the homologated weight must be approved by the Technical Delegate.
- 1.2. Technical drawings of air restrictors must be registered with the FIA. Only restrictors in compliance with this registration are allowed.

BoP ADAC GT Masters for 2012 FIA GT3 Specification Zandvoort

Number	Make	Model	Minimum weight	BoP ballast	Complete min. weight	Restrictor		Pressure boost limit
			[kg]	[kg]	[kg]	[n]	[mm]	-
GT3-016	Ford	GT	1200	0	1200	2	43,5	-
GT3-017	Audi	R8 LMS	1250	15	1265	2	43	-
GT3-018	BMW Alpina	B6 GT3	1220	50	1270	1	60	-
GT3-023	BMW	E89 Z4	1200	60	1260	1	70	-
GT3-024	Lamborghini	LP560-4	1175	50	1225	2	43	-
GT3-025	Porsche	911 GT3 R	1200	20	1220	1	65	-
GT3-026	Corvette	Callaway Corvette Z06 R GT3	1270	20	1290	1	53	-
GT3-028	Mercedes	SLS AMG GT3	1320	10	1330	2	34,5	-
GT3-029	Ferrari	458 Italia GT3	1250	10	1260	2	43	-
GT3-030	Nissan	GT-R NISMO GT3	1300	0	1300	2	36	see table
GT3-031	McLaren	MP4-12C	1235	20	1255	2	34	see table
GT3-032	Aston Martin	Vantage GT3	1230	50	1280	2	34	-
GT3-033	Chevrolet	Camaro	1310	0	1310	1	72	-

Pressure boost limit			
McLaren MP4 12-C		Nissan GT-R NISMO GT3	
Engine speed [rpm]	Pboost limit [barA]	Engine speed [rpm]	Pboost limit [barA]
≤ 4500	1,82	All	2,00
5000	1,81		
5500	1,78		
6000	1,76		
6500	1,68		
7000	1,64		
≥ 7500	1,6		

Notes on boost control:

- 2.1. Values are absolute pressure for an ambient pressure of 1010 mbar
- 2.2. Competitors must adjust boost pressure relative to ambient pressure at each event
- 2.3. Control of Pboost strategy as per document attached

Notes on weight and restrictors:

- 1.1. The fixation of additional weight on top of the homologated weight must be approved by the Technical Delegate.
- 1.2. Technical drawings of air restrictors must be registered with the FIA. Only restrictors in compliance with this registration are allowed.

