

# Bop ADAC GT Masters Oschersleben

# DMSB

Deutscher Motor Sport Bund e.V.

30.03.2012

Number	Make	Model	Initial Bop weight [kg]	Bop ballast [kg]	Complete min. weight [kg]	Restrictor [n]	Restrictor [mm]	Pressure boost limit
GT3-004	Lamborghini	LP 520	1212	0	1212	2	53	-
GT3-016	Ford	GT	1230	0	1230	2	42	-
GT3-017	Audi	R8 LMS	1260	0	1260	2	39	-
GT3-018	BMW Alpina	B6 GT3	1240	0	1240	1	72	-
GT3-023	BMW	E89 Z4	1210	0	1210	1	57	-
GT3-024	Lamborghini	LP 560-4	1235	0	1235	2	34,5	-
GT3-025	Porsche	911 GT3 R	1200	0	1200	1	72	-
GT3-026	Corvette	Callaway Z06R GT3 (2011)	1300	0	1300	1	49	-
GT3-026	Corvette	Callaway Z06R GT3 (2012)	1270	0	1270	1	64	-
GT3-028	Mercedes	SLS AMG GT3	1350	0	1350	2	33	-
GT3-029	Ferrari	458 Italia GT3	1310	0	1310	2	38	-
GT3-030	Nissan	GT-R NISMO GT3	1300	0	1300	2	36	Yes
GT3-031	McLaren	MP4 12-C	1295	40	1335	2	35	Yes
GT3-032	Aston Martin	Vantage GT3	1310	0	1310	2	32	-
GT3-XXX	Chevrolet	Camaro	1310	0	1310	1	72	-

McLaren MP4 12-C		Nissan GT-R NISMO GT3	
Engine speed [rpm]	Pboost limit [barA]	Engine speed [rpm]	Pboost limit [barA]
≤ 4500	1,77	All	2,00
5000	1,82		
5500	1,84		
6000	1,82		
6500	1,76		
7000	1,70		
≥ 7500	1,63		

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



Ausschreib/Bulletin genehmigt am: 30.3.2012 Bearbeiter: Dietmar Lenz



Reg.-Nr.: 704/12

Unterschrift: [Signature]