

**Bulletin Nr. 05/2014 vom 19.05.2014**  
**DMSB-Reg.-Nr.: 508/14**

Sehr geehrte Damen und Herren,

anbei finden Sie die Balance of Performance für das ADAC GT Masters am Lausitzring vom 06.06. – 08.06.2014.

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

DMSB genehmigt am 19.05.2014



Michael Günther  
Leiter Automobilsport

## BoP ADAC GT Masters for 2013/2014 FIA GT3 Specification Lausitzring 06.06. – 08.06.2014

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 Lausitzring 06.06. – 08.06.2014

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:

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- 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.
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