


Bulletin Nr. 01/2015 vom 17.04.2015
DMSB-Reg.-Nr.: 417/15

Sehr geehrte Damen und Herren,

anbei finden Sie die Balance of Performance für das ADAC GT Masters in Oschersleben vom 24.4. - 26.4.2015.

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

DMSB genehmigt am 17.04.2015


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Sportdirektor

BoP ADAC GT Masters for 2014/2015 FIA GT3 Specification Oschersleben 24.04. - 26.04.2015

Number	Make	Model	Minimum weight	BoP ballast	Complete min. weight	Restrictor		Pressure boost limit
			[kg]	[kg]	[kg]	[n]	[mm]	-
GT3-017	Audi	R8 LMS	1250	25	1275	2	47	-
GT3-023	BMW	E89 Z4	1230	20	1250	1	70	-
GT3-025	Porsche	911 GT3 R	1200	35	1235	1	60	-
GT3-026	Corvette	Callaway Corvette Z06 R GT3	1270	20	1290	1	53	-
GT3-028	Mercedes	SLS AMG GT3	1310	0	1310	2	36	-
GT3-030	Nissan	GT-R NISMO GT3	1280	10	1290	2	40	see table
GT3-033	Chevrolet	Camaro	1290	40	1330	1	66	-
GT3-035	Bentley	Continental GT3	1300	0	1300	2	38	see table

Pressure boost limit			
Nissan GT-R NISMO GT3		Bentley Continental GT3	
Engine speed [rpm]	Pboost limit [barA]	Engine speed [rpm]	Pboost limit [barA]
4000	2,05	4000	2,11
4500	2,03	4500	2,08
5000	2,01	5000	2,06
5500	1,99	5500	2,06
6000	1,97	6000	1,85
6500	1,95	6500	1,76
≥ 7000	1,92	≥ 7000	1,60

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.

