

**Bulletin Nr. 05/2015 vom 26.06.2015**  
**DMSB-Reg.-Nr.: 417/15**

Sehr geehrte Damen und Herren,

anbei finden Sie die Balance of Performance für das ADAC GT Masters  
am Lausitzring vom 03.07. - 05.07.2015.

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

DMSB genehmigt am 26.06.2015



Michael Günther  
Sportdirektor

## BoP ADAC GT Masters for 2014/2015 FIA GT3 Specification Lausitzring 03.07. - 05.07.2015

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]
GT3-017	Audi	R8 LMS	1250	15	1265	2	49	-		
GT3-023	BMW	E89 Z4	1230	0	1230	1	80,6	-		
GT3-024	Lamborghini	LP560-4	1175	75	1250	2	47	-	85	80
GT3-025	Porsche	911 GT3 R	1200	15	1215	1	60	-		
GT3-026	Corvette	Callaway Corvette Z06 R GT3	1270	20	1290	1	51	-		
GT3-028	Mercedes	SLS AMG GT3	1310	0	1310	2	36	-		
GT3-030	Nissan	GT-R NISMO GT3	1280	35	1315	2	40	see table		
GT3-033	Chevrolet	Camaro	1290	15	1305	1	66	-		
GT3-035	Bentley	Continental GT3	1300	0	1300	2	38	see table		
GT3-XXX *	Lamborghini	Huracan GT3	1225	90	1315	2	40	-		

Pressure boost limit			
Nissan GT-R NISMO GT3		Bentley Continental GT3	
Engine speed [rpm]	Pboost limit [barA]	Engine speed [rpm]	Pboost limit [barA]
4000	2,01	4000	2,10
4500	1,99	4500	2,07
5000	1,97	5000	2,05
5500	1,94	5500	2,05
6000	1,91	6000	1,83
6500	1,87	6500	1,74
≥ 7000	1,84	≥ 7000	1,58

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.