

**Bulletin Nr. 03/2016 vom 26.04.2016**  
**DMSB-Reg.-Nr.: 302 / 16**

Sehr geehrte Damen und Herren,

anbei finden Sie die Balance of Performance für das ADAC GT Masters Sachsenring vom 29.04. - 01.05.2016.

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

DMSB genehmigt am 26.04.2016



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Koordination Automobilsport



## BoP ADAC GT Masters Sachsenring 29.04.2016 - 01.05.2016

Number	Make	Model	Minimum weight	BoP ballast	Complete min. weight	Restrictor		Pressure boost limit
			[kg]	[kg]	[kg]	[n]	[mm]	-
GT3-016	Ford	GT	1190	50	1240	1	53	-
GT3-017	Audi	R8 LMS	1250	15	1265	2	49	-
GT3-023	BMW	E89 Z4	1230	10	1240	1	80,6	-
GT3-025	Porsche	911 GT3 R	1200	15	1215	1	60	-
GT3-026	Corvette	Callaway Corvette Z06 R GT3	1270	20	1290	1	55	-
GT3-028	Mercedes	SLS AMG GT3	1310	30	1340	2	38	-
GT3-030	Nissan	GT-R NISMO GT3	1290	15	1305	2	40	see table
GT3-035	Bentley	Continental GT3	1300	20	1320	2	38	see table
GT3-038	Audi	R8 LMS	1225	<b>60</b>	<b>1285</b>	2	38	-
GT3-040	Lamborghini	Huracan GT3	1230	40	1270	2	38	-
GT3-041	Porsche	911 GT3 R (911)	1220	25	1245	2	40	-
GT3-042	Mercedes AMG	GT3	1285	<b>30</b>	<b>1315</b>	2	36	-
GT3-043	BMW	F13 M6 GT3	1290	20	1310	-	-	see table
GT3-XXX *	Corvette	C7 GT3-R	1250	40	1290	1	53	-

Pressure boost limit					
Nissan GT-R NISMO GT3		Bentley Continental GT3		BMW M6 GT3	
Engine speed [rpm]	Pboost ratio [-]	Engine speed [rpm]	Pboost ratio [-]	Engine speed [rpm]	Pboost ratio [-]
4000	2,01	4000	2,08	4000	1,81
4500	1,99	4500	2,05	4500	1,84
5000	1,97	5000	2,03	5000	1,89
5500	1,94	5500	2,04	5500	1,95
6000	1,91	6000	1,85	6000	1,88
6500	1,87	6500	1,75	6500	1,74
≥ 7000	1,84	≥ 7000	1,60	≥ 7000	1,61

Notes on boost control:

- 2.1. Values are boost pressure ratios and need to be multiplied by the ambient pressure to get the Pboost limit.
- 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.

