


**Bulletin Nr. 05/2016 vom 05.07.2016**  
**DMSB-Reg.-Nr.: 302 / 16**

Sehr geehrte Damen und Herren,

anbei finden Sie die Balance of Performance für das ADAC GT Masters am Red Bull Ring vom 22.07. - 24.07.2016.

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

DMSB genehmigt am 05.07.2016

  
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## BoP ADAC GT Masters Red Bull Ring

### 22.07.2016 - 24.07.2016

| 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           | 25          | 1225                 | 1          | 65        | -                    |
| 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           | <b>10</b>   | <b>1310</b>          | 2          | 38        | see table            |
| GT3-038 | Audi         | R8 LMS                      | 1225           | 60          | 1285                 | 2          | 38        | -                    |
| GT3-040 | Lamborghini  | Huracan GT3                 | 1230           | <b>65</b>   | <b>1295</b>          | 2          | 38        | -                    |
| GT3-041 | Porsche      | 911 GT3 R (911)             | 1220           | <b>20</b>   | <b>1240</b>          | 2          | 43        | -                    |
| GT3-042 | Mercedes AMG | GT3                         | 1285           | 45          | 1330                 | 2          | 35        | -                    |
| GT3-043 | BMW          | F13 M6 GT3                  | 1290           | 20          | 1310                 | -          | -         | see table            |
| GT3-045 | Corvette     | C7 GT3-R                    | 1250           | <b>50</b>   | <b>1300</b>          | 1          | <b>52</b> | -                    |

| 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.

