

**Bulletin Nr. 06/2016 vom 12.07.2016**  
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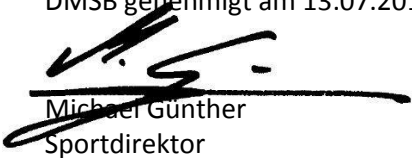
Dieses Bulletin ersetzt das Bulletin Nr. 5 vom 05.07.2016

Sehr geehrte Damen und Herren,

anbei finden Sie Version 2 der 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 13.07.2016

  
Michael Günther  
Sportdirektor

## 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	<b>30</b>	<b>1320</b>	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	<b>1,95</b>	5500	2,04	5500	1,95
6000	<b>1,93</b>	6000	1,85	6000	1,88
6500	<b>1,90</b>	6500	1,75	6500	1,74
≥ 7000	<b>1,89</b>	≥ 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.

