

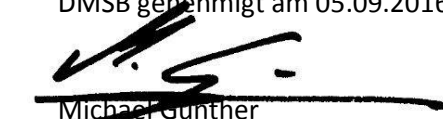
Bulletin Nr. 09/2016 vom 05.09.2016
DMSB-Reg.-Nr.: 302 / 16

Sehr geehrte Damen und Herren,

anbei finden Sie die Balance of Performance für das ADAC GT Masters in Hockenheim vom 30.09. - 02.10.2016.

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

DMSB genehmigt am 05.09.2016


Michael Günther
Sportdirektor

BoP ADAC GT Masters Hockenheim
30.09.2016 - 02.10.2016

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	30	1320	2	40	see table
GT3-035	Bentley	Continental GT3	1300	10	1310	2	38	see table
GT3-038	Audi	R8 LMS	1225	40	1265	2	38	-
GT3-040	Lamborghini	Huracan GT3	1230	45	1275	2	38	-
GT3-041	Porsche	911 GT3 R (911)	1220	35	1255	2	43	-
GT3-042	Mercedes AMG	GT3	1285	45	1330	2	35	-
GT3-043	BMW	F13 M6 GT3	1290	0	1290	-	-	see table
GT3-045	Corvette	C7 GT3-R	1250	65	1315	1	52	-

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	1,95	5500	2,04	5500	1,95
6000	1,93	6000	1,85	6000	1,88
6500	1,90	6500	1,75	6500	1,74
≥ 7000	1,89	≥ 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.

