


Bulletin Nr. 01/2017 vom 05.04.2017
DMSB-Reg.-Nr.: 907/17

Sehr geehrte Damen und Herren,

anbei finden Sie die Balance of Performance für den ADAC GT Masters Test in Oschersleben vom 09.04. - 12.04.2017.

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

DMSB genehmigt am 06.04.2017



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Sportdirektor

BoP ADAC GT Masters Test Oschersleben

09.04.2017 - 12.04.2017

Number	Make	Model	Minimum weight	BoP ballast	Complete min. weight	Restrictor		Pressure boost limit	Ride height	
			[kg]	[kg]	[kg]	[n]	[mm]	-	Front [mm]	Rear [mm]
GT3-030	Nissan	GT-R NISMO GT3	1290	30	1320	2	40	see table	168	120
GT3-038	Audi	R8 LMS	1225	tbc	tbc	2	tbc	-		
GT3-040	Lamborghini	Huracan GT3	1230	tbc	tbc	2	tbc	-		
GT3-041	Porsche	911 GT3 R (911)	1220	35	1255	2	41,5	-		
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	1300	1	52	-		

Pressure boost limit			
Nissan GT-R NISMO GT3		BMW M6 GT3	
Engine speed [rpm]	Pboost ratio [-]	Engine speed [rpm]	Pboost ratio [-]
4000	2,01	4000	1,81
4500	1,99	4500	1,84
5000	1,97	5000	1,89
5500	1,95	5500	1,95
6000	1,93	6000	1,88
6500	1,90	6500	1,74
≥ 7000	1,89	≥ 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.

