

**Bulletin Nr. 02/2017 vom 21.04.2017**  
**DMSB-Reg.-Nr.: 907 / 17**

Sehr geehrte Damen und Herren,

anbei finden Sie die Balance of Performance für das ADAC GT Masters in Oschersleben vom 28.04. - 30.04.2017.

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

DMSB genehmigt am 21.04.2017

  
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Sportdirektor

## BoP ADAC GT Masters Oschersleben 28.04.2017 - 30.04.2017

Number	Make	Model	Minimum weight	BoP ballast	Complete min. weight	Restrictor		Pressure boost limit
			[kg]	[kg]	[kg]	[n]	[mm]	-
GT3-030	Nissan	GT-R NISMO GT3	1290	20	1310	2	40	see table
GT3-038	Audi	R8 LMS	1225	40	1265	2	39	-
GT3-040	Lamborghini	Huracan GT3	1230	45	1275	2	39	-
GT3-041	Porsche	911 GT3 R (911)	1220	15	1235	2	41,5	-
GT3-042	Mercedes AMG	GT3	1285	25	1310	2	35	-
GT3-043	BMW	F13 M6 GT3	1290	0	1290	-	-	see table
GT3-045	Corvette	C7 GT3-R	1250	30	1280	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	1,90
5500	1,96	5500	1,98
6000	1,94	6000	1,89
6500	1,91	6500	1,74
≥ 7000	1,90	≥ 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.

