The Supplementary Regulations for the 24h-Qualification Race on 11 & 12 April 2015 can be purchased separately or on www.24h-Rennen.de.
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SUPPLEMENTARY REGULATIONS

Chapter I  Sporting Regulations

1. Event

1.1 Title of the Event – Date

43rd ADAC Zurich 24h Rennen
14th to 17th May 2015

1.2 Circuit - Description
The competition will take place on the Nordschleife, combined with the Grand Prix Circuit with Castrol-S and the motorcycle chicane (without Mercedes Arena), in compliance with the DMSB track licence Article 1.1.4. In compliance with the DMSB track licence, the lap distance is 25.378 km. The circuit will be run clockwise. During practice and race, it is closed to any other traffic. The race will run over the time period of 24 hours. The participants must complete the aforementioned time period in compliance with the Code of Driving Conduct, whereby the greatest distance covered within the scheduled race time is the determining factor.

1.3 DMSB Approval
The event was approved by the DMSB with number 01/2015 on 11.11.2014.

1.4 Eligible numbers of starters

Practice: 180 cars  
Race: 3 starting groups with the maximum of 70 cars each
The maximum number of cars is 180 in total

2. Status of the Event

International

3. Organiser

3.1 Organiser – Postal address – Homepage
ADAC Nordrhein e.V.
Sports Department
D . 50963 Köln
Telefax: (+49 (0)2 14-44 74 33
Internet: www.24h-rennen.de

3.2 Organiser – Contacts
Mirco Hansen – Chief Organiser / General Co-ordination
Phone: (+49) (0)2 14-47 27 702  E-Mail: Mirco.Hansen@nrh.adac.de

Birgit Arnold – General Co-ordination
Phone: (+49) (0)2 14-47 27 706  E-Mail: Birgit.Arnold@nrh.adac.de

Silvia Berthold – Entry administration / Technical questions
Phone: (+49) (0)2 14-47 27 708  E-Mail: Silvia.Berthold@nrh.adac.de

Alexander Zäpernick – Paddock organisation
Phone: (+49) (0)2 14-47 27 707  E-Mail: Alexander.Zaepern@nrh.adac.de

Daniel Schönenberg – Financial
Phone: (+49) (0)2 14-47 27 709  E-Mail: Daniel.Schoenenber@nrh.adac.de

3.3 Organiser – Race office
Until 07th May 2015 – Köln-Sülz, Luxemburger Strasse 169
From 11th May 2015 – Nürburgring
The contacts at the Nürburgring circuit will be published in the entry confirmation.

4. Eligibility of the results

The results of the participants registered in the ADAC Nordrhein Championships will be eligible for the section endurance racing. The specific regulations of the ADAC, AvD and DMV are applicable for the sporting awards issued by these Associations.
Eligibility for the FIA Alternative Energies Cup 2015 for the vehicles specified below.

5. General conditions

5.1 General
The organiser reserves the right to issue modifications of the Regulations at any time, after consultation and co-ordination with the DMSB.

5.2 Special conditions
The event is governed by the following regulations which all the competitors and participants undertake to respect by submitting their entry forms:

- FIA International Sporting Code (ISC) and its Appendices
- Decisions and Regulations issued by the FIA
- Decisions and Regulations issued by the DMSB
- These Regulations, specific regulations, additional regulations and bulletins, if issued
- FIA Alternative Energies Cup Regulations
- DMSB Judicial and Disciplinary Rules ("RuVO")
- Judicial and Disciplinary Rules of the FIA
- DMSB General Prescriptions for Events run on Circuits
- DMSB Environmental Code
- Anti-Doping Regulations of the National and the International Anti-Doping Agencies (WADA/NADA-Code) as well as Anti-Doping Regulations of the FIA
- Conditions issued by the Circuit Owner/Management (the Nürburgring Betriebsgesellschaft mbH)

6. Organisation

6.1 Organising committee
Peter Meyer – Mülheim, Peter Geishecker – Cologne, Walter Hornung – Engelskirchen, Mirco Hansen - Bonn

6.2 Sporting organisation
Clerk of the Course: Walter Hornung, Neunkirchen-Seelscheid
Deputy Clerks of the Course: Werner Aichinger, Esslingen / Alfred Schmitz, Langerwehe

Chief Organiser: Mirco Hansen, Bonn

General Co-ordination: Mirco Hansen, Bonn, Birgit Arnold, Duisburg
Race Secretaries: Birgit Arnold, Duisburg, Silvia Berthold, Brühl
Chief Safety Officer: Wolfgang Siering, Wuppertal
Deputy Chief Safety Officers: Franz Mönch, Bergheim / Andreas Mühlenbernd, Bochum
Chief Medical Officer: Dr. Helmut Hermann, Boppard
Environmental Officer: Georg v. Ciesewski, Mülheim
Chief Timekeeper: Inge Kühn, Cologne

6.3 Stewards of the meeting
Stewards: Horst Seidel, Blankenfelde-Mahlow / Ulrich Bell, Oberzissen / Klaus Bierhoff, Mülheim / Norbert Heinz, Losheim / Peter Jacobs, Rheinbach / Harry Stüßer, Köln

6.4 Scrutineers
Chief Scrutineer: Karl-Heinz Loibl, Korschenbroich
Scrutineers from the ADAC Nordrhein

DMSB Technical Observer: Dieter Fürst, Frankfurt

6.5 Technical Committee
Composition: Norbert Kreyer, Niederzissen / Mike Gramke, Solingen / Martin Marx, Lebach
7. Timetable

Subject to changes!

7.1 Entry closing date at reduced fees
Tuesday, 31st March 2015, 24:00hrs, received by the organiser, including entry fees!!!

7.1.1 Entry closing date
Monday, 13th April 2015, 24:00hrs, received by the organiser, including entry fees any other fees!!!

7.2 Check-In opening times

<table>
<thead>
<tr>
<th>Day</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>11th May 2015</td>
<td>14:00 – 20:00hrs</td>
</tr>
<tr>
<td>Tuesday</td>
<td>12th May 2015</td>
<td>08:00 – 20:00hrs</td>
</tr>
<tr>
<td>Wednesday</td>
<td>13th May 2015</td>
<td>08:00 – 15:00hrs (if required)</td>
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</table>

7.3 Administrative checks and scrutineering

<table>
<thead>
<tr>
<th>Day</th>
<th>Date</th>
<th>Time</th>
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</thead>
<tbody>
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<td>Tuesday</td>
<td>12th May 2015</td>
<td>10:00 – 21:00hrs</td>
</tr>
<tr>
<td>Wednesday</td>
<td>13th May 2015</td>
<td>08:00 – 21:00hrs</td>
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7.4 Training at the Nordschleife (see Art. 8.4)

<table>
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<td>12th May 2015</td>
</tr>
<tr>
<td>Wednesday</td>
<td>13th May 2015</td>
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</tbody>
</table>

7.5 Practice / Qualifying

<table>
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<th>Date</th>
<th>Time</th>
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<tr>
<td>Thursday</td>
<td>14th May 2015</td>
<td>according to schedule</td>
</tr>
<tr>
<td>Friday</td>
<td>15th May 2015</td>
<td>according to schedule</td>
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7.6 Publication of practice / qualifying results and start list

Saturday 16th May 2015

7.7 Start time 24h Race

Saturday 16th May 2015 16:00hrs

7.8 Finish 24h Race

Sunday 17th May 2015 16:00hrs

7.9 Publication of results

Sunday 17th May 2015 approx. 17:00hrs

7.10 Prizegiving

Sunday 17th May 2015 approx. 18:30hrs

8. Entry procedure/ Conditions for participation

8.1 Competitor
Holders of an International Competitor’s and Driver’s Licence or of an International Commercial Licence or of an International Club Licence are eligible.

8.2 Driver
The maximum of 4 drivers may be entered for each car, the minimum of 2 drivers must however be entered. A driver may be entered for more than one car but for the maximum of 2 cars. A minimum rest time of 2 hours must always be respected between the change of a driver to another car during the race. The minimum rest time of 2 hours during the race is applicable for all drivers which means not only for drivers which are entered for 2 cars!

8.2.1 All drivers must be in possession of a valid International Driver Licence grade C as well as of the DMSB Permit Nordschleife Grade A. All drivers must be at least 18 years old and comply with the required qualifications (see Art. 8.3). A copy of the DMSB Permit Nordschleife must be attached to the entry form for each driver. Additional information regarding the DMSB Permit Nordschleife can be found under www.dmsb.de

The Clerk of the Course or the Stewards of the Meeting may require a driver to undergo a medical examination by the Chief Medical Officer. This medical examination may be made compulsory for all participants from the age of 65 upon instruction of the Clerk of the Course. According to the medical result the Chief Medical Officer may refuse the participation in practice and/or race of the driver concerned. No protest against this decision will be admitted.
If the original licence is issued in a language which makes a clear identification impossible, the competitor/driver must submit a certified copy in German or English.

8.2.2
Drivers may be replaced (see also Art. 10.4.1) until the end of Administrative Checks with the exception of drivers complying with Article 8.3 which may only be replaced until the entry closing date.

8.3 Conditions for participation

8.3.1 Drivers
All drivers, wishing to participate in the ADAC Zurich 24h-Race for their first time or which have not participated during the last 2 years must in general comply with the following conditions:

Results from 3 races of the VLN endurance racing championship at the Nordschleife within the last 2 years, in which the driver must have been classified.

To be qualified, the drivers may alternatively participate within 2 years in the ADAC Qualification Race 24h Race and in 1 race of the VLN endurance racing championship to be qualified, under the following conditions: Evidence must be provided by submitting the driver change card and the corresponding results that the driver has completed at least 18 race laps.

The maximum of 1 race may be replaced by the participation in the compulsory race driving course. (Race driving course as described in 8.4).

The corresponding complete confirmations for all entered drivers must be attached to the entry form!

No entry form failing to be accompanied by the required confirmations will be accepted!

8.3.2
♦ The Clerk of the Course reserves the right to observe the performances of the teams and drivers during the practice sessions in order to then decide about the final admission to the race.

♦ The Clerk of the Course may pronounce a “night driving ban”, if necessary, for any driver. For this purpose, “night” is considered to start one hour after sunset and to end one hour before sunrise. The failure to respect a night driving ban, if imposed, will result in the exclusion of the team concerned.

8.3.3 Other qualifications
The Clerk of the Course shall decide on the eligibility of drivers having any other special qualifications on a case-to-case basis.

8.4 Compulsory race driving course

8.4.1
Participants covered by the prescriptions of Article 8.3.1 must take part in the Nordschleife race driving course organised by the ADAC Nordrhein on 12 and 13 May 2015.

8.4.2
The race driving course is divided into a theoretical part to take place on 12 May 2015 and a practical part at the Nordschleife to take place on 13 May 2015. Information on the exact schedule and the running of this event as well as the mandatory driver’s equipment is published in the application forms and in the programme. (Download: www.24h-rennen.de).

A separate fee will be charged for participation.

8.4.3
The participation with the race car in the practical part of the course is prohibited. The car used must be licensed for use on public roads and have standard production equipment, under the exclusion of racing equipment. Passengers are not admitted for the course. Exception: Organiser’s instructors.

8.5 Final decision on the eligibility of drivers
The final decision on the eligibility of the drivers will be taken by the Clerk of the Course.
9. Entry Closing Date / Entry Forms / Entry Confirmations

9.1. Entry Closing Date
First entry closing date is **Tuesday, 31st March 2015, 24:00hrs** (at reduced fees, see Art. 10.1.2).

Final entry closing date is **Monday, 13th April 2015, 24:00hrs**.
The organiser must have received the complete entry form by these deadlines. The appendices 1 (service vehicles/spaces), 2 (caravans/mobile homes) and 3 (pits/pit allocation) are integral part of the entry application form and must also be completed and attached.

9.2 Entries

9.2.1 All entry applications must be submitted on the official entry form provided by the organiser. All the specifications on the entry form including its appendices must be **duly and legibly completed** (**“in capital and block letters”**) and include all the required indications/declarations, in particular regarding the race car.

The entry form provided must include all details regarding any additional requirements (e.g. additional spaces etc.). Entry forms which are not correctly or duly completed are considered null and void and will be returned.

Any unclear statement or subsequently turning out to be unclear go to the detriment of the competitor.

Entry forms received after the entry closing date will not be administered.

9.2.2 Entries for which the entry fees and any other fees (e.g. additional spaces) or the total amount without deduction as specified on the invoice are not paid or transferred until the entry closing date are considered to be null and void. They will not be administered and returned to the sender!

For accounting and organisational reasons, cash and check payments are not accepted.

9.2.3 It is the competitors’ responsibility to demonstrate towards the organiser that the fees have been duly and correctly paid.

It is explicitly clarified that a contract does not become effective between the applicant and the organiser, neither through the receipt of the entry form nor through an invoice promptly issued for reasons of organisation or through the transfer of the invoice amount but only upon written entry confirmation issued by the organiser (see Article 9.3).

9.2.4 The organiser reserves the right to refuse an entry stating the reasons.

Reasons for the refusal of an entry may include the absence, the incompleteness or false statement on the entry form regarding the entered race car, should a correct division, group or class classification turn out to be impossible as a consequence.

The decision taken by the Clerk of the Course on the refusal of an entry application is final.

9.2.5 Entries submitted by telefax or e-mail must be confirmed by a letter mailed to the organiser on the same day.

Entries made by telephone are not accepted!

9.2.6 All entries must be signed by the competitor and by all the drivers. If a driver is replaced by another one, it is the competitor’s responsibility that the new driver signs the entry form at latest at Administrative Checks and that he/she fully complies with all aforementioned requirements.

If the licence number of a competitor, if applicable, is not indicated on the entry form, this competitor will not be published in the Programme or in any other list of entrants.

**Note:**

For entries submitted by a team which does not hold a commercial competitor’s licence, the drivers’ signatures and the indication of the competitor/driver licence numbers is compulsory. (see also Article 8.1)

9.2.7 Any change of classes or groups after the entry closing date, except in case of a wrong classification by the organisers, is not accepted.

9.2.8 **Each** vehicle owner must sign the corresponding disclaimer for his entered vehicle printed on the entry form.

9.3 Entry confirmation

All officially accepted entries will be confirmed in writing by the organiser with the entry confirmation. A contract between the organiser and the competitor results from this written confirmation. This contract compels competitor and drivers to take part in the competition under the conditions published in the Supplementary Regulations. Failure to take part in the event without presenting the reasons may result in a report to the corresponding ASN.
9.4. Entry list
All entries duly received by the organiser and accompanied by the complete entry fees will be included on the entry list. Should more entries be received than the number of cars eligible to take part in practice, they will be included on the entry list and on the waiting list in the order of receipt.

10. Entry fees, other fees and charges

10.1 Single entry with organiser’s advertising

10.1.1
The organiser has, also in the interest of the participants, contracted sponsors which are in return granted several advertising spaces on the race cars. For more information in the organiser’s obligatory advertising see Art. 21.

10.1.2
The entry fees with 1st entry closing deadline (31st March 2015) are:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entry fee incl. 19 % VAT</td>
<td>5,316.50 Euro</td>
</tr>
<tr>
<td>Participation in insurance fee</td>
<td>600.00 Euro</td>
</tr>
<tr>
<td>Participation in energy costs, incl. 19% VAT</td>
<td>178.50 Euro</td>
</tr>
<tr>
<td><strong>Total amount:</strong></td>
<td><strong>6,095.00 Euro</strong></td>
</tr>
</tbody>
</table>

Participants in the ADAC 24h-Qualifikationsrennen 2015 will benefit from a discount of 300 Euro (19% VAT included) on the entry fees for the 24h Race, provided that both entries have arrived at the organiser’s office until the first entry closing date.

10.1.3
The entry fees with final entry closing date (13th April 2015) are:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entry fee incl. 19 % VAT</td>
<td>5,716.50 Euro</td>
</tr>
<tr>
<td>Participation in insurance fee</td>
<td>600.00 Euro</td>
</tr>
<tr>
<td>Participation in energy costs, incl. 19% VAT</td>
<td>178.50 Euro</td>
</tr>
<tr>
<td><strong>Total amount:</strong></td>
<td><strong>6,495.00 Euro</strong></td>
</tr>
</tbody>
</table>

Participants in the ADAC 24h-Qualifikationsrennen 2015 will benefit from a discount of 300 Euro (19% VAT included) on the entry fees for the 24h Race.

10.2 Payment of entry fees, other fees and charges

10.2.1
The entry fees and all other fees must be paid in Euro onto the following account:

10.2.1.1
Bank transfers must be made as follows:

<table>
<thead>
<tr>
<th>Account holder:</th>
<th>ADAC Nordrhein e.V.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bank:</td>
<td>Sparkasse KölnBonn, Hahnenstrasse 57, D-50667 Köln</td>
</tr>
<tr>
<td>Bank code:</td>
<td>370 501 98</td>
</tr>
<tr>
<td>Account no.:</td>
<td>1 902 544 806</td>
</tr>
<tr>
<td>SWIFT Code:</td>
<td>COLSDE 33</td>
</tr>
<tr>
<td>IBAN No.:</td>
<td>DE 07 3705 0198 1902 5448 06</td>
</tr>
<tr>
<td>Reference:</td>
<td>24h-Rennen 2015, Competitor/1st driver</td>
</tr>
</tbody>
</table>

Please make sure that the information given as reference complies with the information given on your entry form or can at least be traced. It is compulsory to comply with the exact details regarding the indication of the reference in order to ensure a correct allocation of the payments.

10.2.1.2
Any payments made on-site or any subsequent charges must always be made in cash. Cheques submitted on-site will not be accepted!

10.3 Entry fees – refund

The entry fees will only be refunded in the case:

- Of the race not taking place
- Of the entry not being accepted
- Of a justified withdrawal of the entry until 6 weeks before the final entry closing date, complete refund.
Of a justified withdrawal of the entry less than 6 weeks before the final entry closing date, after deduction of an administration fee of 300,00 Euro incl. 19 % VAT.

Of the withdrawal of the entry due to amalgamation of classes more than 7 days after the posting of the entry confirmation, after deduction of an administration fee of 300,00 Euro incl. 19 % VAT.

If the entry is withdrawn after the entry closing date, no claims for refund of the entry fee can be asserted (exception: amalgamation of classes).

Should a participant fail to comply with the practice requirements or with any other possible qualification criteria for participation in the 24h Race, no claims for refund of the entry fee can be asserted.

10.4 Other fees

10.4.1 Armco barriers and track damages
The following irrecoverable fee is payable for each entry in addition to the entry fees:

250,00 Euro incl. 19 % VAT

10.4.2 Any amendment / supplement on the entry form regarding the crew members, announced after the entry closing date:

100,00 Euro incl. 19 % VAT

10.4.3 Spaces for auxiliary vehicles (and/or a tent) will be charged as follows:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>31 sqm –</td>
<td>50 sqm</td>
<td>78,00 Euro incl. 19 % VAT</td>
</tr>
<tr>
<td>51 sqm – 100 sqm</td>
<td>143,00 Euro incl. 19 % VAT</td>
<td></td>
</tr>
<tr>
<td>101 sqm – 150 sqm</td>
<td>215,00 Euro incl. 19 % VAT</td>
<td></td>
</tr>
</tbody>
</table>

The space – in total for auxiliary vehicle and/or tent – must NOT EXCEED the total of 100 m² for a one car team and of 150 m² for a multiple car team.
The space in m² actually occupied is decisive for the calculation.
For the calculation of the spaces, the maximum outside dimensions of the auxiliary vehicles/trailers (total length and width of the surface of the construction) will be taken into account (including all extensions: platforms, doors, steps).
Empty spaces that can no more be used by other teams will also be taken into account.
No claim for refund of charged fees for additional spaces or parts thereof can be asserted if they are not fully used.

10.4.3.1 Any superstructures, upper structures or special structures, including multi-daylight designs, must previously be coordinated with the organiser and be approved. The fees for these spaces will be determined on an individual basis.

10.4.4 Additional mobile home/caravan up to 7.50 metres long (drawbar included) in the team camping area, VAT to be added:

180,00 Euro incl. 19 % VAT

10.4.5 Mobile homes/caravans excess length (more than 7.50 m long), for each part of a metre, VAT to be added:

60,00 Euro incl. 19 % VAT

10.4.6 For each caravan or mobile home, a fee for waste removal must be paid on-site. VAT is included.

20,00 Euro incl. 19 % VAT

10.4.7 For the purpose of the above provisions, it is absolutely necessary to indicate all the requirements together with the complete entry form.

The information given together with the entry form (Appendix 1) regarding the service vehicle is binding and must not be changed subsequently.

If several participants share a space in the paddocks, it is absolutely necessary to explicitly indicate this in each corresponding entry form! The paddock space fees will in this case be charged to only one participant. It is the participants’ responsibility to give according information.

On-site: Even if the requirements were indicated in time and in writing, the allocation will be made according to space available and only with the organiser’s approval. The competitors are not entitled to get additional spaces. The same applies for the caravan park. Claims for specific places or areas are excluded. The organiser will try to accommodate all the requirements of the competitors.

Additional specifications in this context are published in Article 12 – Paddock Organisation.
11. Vehicle plates and team passes

11.1 Upon presentation of the original entry confirmation, all the team passes and vehicle plates to which the competitor is entitled will be issued at the Check-In against signature. It is the competitor’s responsibility to distribute the passes and plates to any drivers, mechanics or other crew members which might arrive later. Passes and vehicle plates may be left in the ADAC Office “Scharfer Kopf” behind grandstand T10.

11.2 Access plates will be issued to enter the paddocks and the industry park. The plates must be affixed to the interior of the front windscreen.

The number of eligible team vehicle motorbikes and similar is restricted to 1 per team.

For this purpose, one vehicle plate will be issued and must be clearly affixed to the motorbike.

A parking area for motorbikes will be available in the area in front of the Race Control Tower.

Motorbikes without a corresponding plate will be removed by the organiser.

Motorbikes parked on the driving lanes, in prohibited areas or on emergency routes will also be removed.

Access for any vehicle without clearly affixed vehicle plates will be refused. Two wheel vehicles (motorbikes) without valid plate and without proper road traffic registration may be collected and kept by the Organizer until the end of the event. The organiser reserves the right to report copied or falsified tickets or passes to the police.

11.3 At the Check-In, each competitor will be provided with:

- 10 team passes “Zurich”-Lane (valid up to / in the working lane). It is strictly prohibited to sell these passes!
- Driver passes according to the number of entered drivers
- 2 vehicle plates for the team car park
- 2 vehicle plates for the mobile home park (according to request, Appendix 2, entry form)
- 1 service vehicle plate, valid for the period of 1x2 hours (to unload team materials)
- 1 motorbike vehicle plate.

To access the paddocks, the paddock marshals will issue at the entrance to the race track / “Müllenbachschleife”:

- 1 vehicle plate for 1 team truck per team.

A service vehicle plate giving access to the paddocks will be issued on Saturday, 16th May 2015, 19:00hrs, at the Race Office. This plate is only valid for the parking area indicated by the organiser. The exact location will be communicated at the distribution of the plates. Each team will be provided with one single plate against signature. Any vehicle parked in the paddocks at areas other than the ones allocated by the organiser will be towed away at the owner’s costs.

Reminder:
Due to the available space in the paddock, quads are not suitable and are thus treated like passenger cars (a scooter can be moved if it is in the way, this can be more difficult for a quad). Therefore, scooter plates will no longer be issued for quads.

The use of a quad is subject to the purchase of a corresponding plate at the price of 200,00 Euro incl. 19 % VAT. This plate must be solidly fixed to the vehicle. Any quad parked on the paddock roads or on the safety roads will always be towed away by the organiser at the owner’s costs. Quads failing to display the corresponding plate will also be towed away at the owner’s costs.

11.4 There is a possibility for suppliers to be provided with a short-term supplier vehicle plate (spare parts, catering etc.) upon a deposit of 150,00 Euro incl. 19 % VAT. The deposit will be refunded if the applicable time limit is respected. The time limit for use is limited to 2 hours. The access times will be recorded. Should the supplier fail to remove his vehicle within the 2 hours period, the deposit will be forfeited by the organiser. A new access permission will not be granted for this supplier.

These plates are available at the ADAC Office “Scharfer Kopf” behind grandstand T10.

12. Paddock Organisation

12.1 The final paddock allocation will be published with the entry confirmation. Important information will also be published in the competitors section of the event website (www.24h-race.de). The allocation of spaces by the organiser must be respected by all competitors. A competitor may not claim any particular area. Access and allocation of areas will be controlled by the paddock marshals; their instructions must be strictly respected.

The indications made in the APPENDIX 1 to the entry form (service vehicle) are binding.

12.2 The space directly behind the pits (A-space) is generally provided and reserved for trucks (no tents, no coaches). All additional constructions must be arranged in the 2nd row (B-space) following the instructions of the paddock marshals.
12.3 Within the allocated and paid paddock space, only team catering is allowed. Customer events / hospitality activities are generally prohibited in the paddocks (team area).

12.4 A space for one service vehicle with a maximum of 30 m² per race car is included in the entry fees. These 30 m² may however only be used by service vehicles or tents for the equipment. For safety reasons it is prohibited to use these spaces only for the storage of materials (e.g. tyres, scooters, bicycles etc.). There is no legal claim for a competitor to use this 30 m² space!! If the competitor obviously does not make use of the aforementioned space, it will be used by the organiser for other purposes.

12.5 Additional requirements for space must be previously arranged in writing with the organiser until the entry closing date at the latest. The fees for the additional space are specified in Article 10.4 of these Regulations. Requests after the entry closing date or on-site requests for the use of spaces in addition to the previously reserved ones cannot be considered.

12.6 Multi car teams or teams servicing several race cars (minimum 3 cars) must indicate this accordingly on the corresponding entry form and in the Appendix 1 and the required space must be specified. Individual arrangements may be made in such cases. If a team fails to file its application in writing in due time together with the entry form and the Appendix 1, the fees will generally be calculated in accordance with Article 10.4.

12.7 A drawing made to scale must in all cases be provided (APPENDIX 1 to the entry form). Stairs and open vehicle hoists must also be indicated.

12.8 The APPENDICES 1, 2 and 3 must in all cases be submitted together with the entry form. Otherwise, no space will be reserved.

12.9 Semi-trailer tractors MUST be disconnected. Trailers and semi-trailer tractors must be parked on car park D 1a upon instruction of the paddock marshals. Security is not provided for this car park. Participants travelling with a trailer should consider appropriate anti-theft devices. The organiser does not assume any liability for theft.

12.10 Paddock lane 1 behind the pits must at all times be clear for the passage of rescue vehicles and refuel vehicles. The cargo doors of the trucks must either be closed or be totally lowered and must not protrude into the hatched off-limits areas. Stairway constructions, stored materials or tables and chairs etc. must not protrude into the paddock lane.

12.11 Any storage of materials, vehicles (including motorbikes and quads), bicycles etc. in the area of the staircases and of the marked emergency exits is prohibited.

12.12 Walking speed is compulsory in the entire paddock area. Any failure to comply will result in the cancellation of the access permission.

12.13 The paddock roads must always be used in the direction as indicated. All vehicles must keep to the right. Any stopping on the paddock roads is strictly forbidden. Exception: The stopping of race cars in the scrutineering area or in the pre-start area – in compliance with instructions of the paddock marshals.

12.14 Illegal parked vehicles will be towed away at the owner’s costs. A flat rate of 300,00 Euro incl. 19 % VAT, will become due and payable for the first towing operation. The car will only be released by the chief paddock marshal upon payment of this fee. Should a vehicle have to be towed away a second time, a fee of 600,00 Euro incl. 19 % VAT, will become due and payable. Furthermore, the vehicle plate will then be collected.

12.15 Requests for additional spaces for tents, including team hospitality tents, must be submitted in writing and will be charged in accordance with Art. 10.4 in these Regulations. All such tents must always be set up following the instructions by the officials and on the areas provided for this purpose. It is prohibited to fix and secure the tents with tent pegs. The team is responsible for any tent inspection and approval / safeguarding measures, if necessary.
Failure to respect this prescription will result in a fee of 357,00 Euro incl. 19 % VAT for any such tent peg hole. This fee must be paid on-site in cash.

12.16
Team’s / participant’s caravans or mobile homes are not allowed in the paddocks. The caravan and mobile home park will be located nearby.

12.17
The maximum of 2 caravans or mobile homes with a maximum length of 7.50 m (including drawbar) is permitted for each team in the caravan and mobile home park. The fee is already included in the entry fees.
A fee in compliance with Art. 10.4 of these Regulations will be charged for any vehicle exceeding the maximum permitted length.
If space permits, a team may bring an additional vehicle (caravan or mobile home up to 7.50 m long) into the camping park upon payment of a fee in accordance with Art. 10.4 of these Regulations.
Please study the APPENDIX 2 to the entry form, all the indications made are binding.

12.18
Animals are not allowed in the event area, with the exception of dogs (but not in the pits, the pit lane or any other safety areas) which must however be leashed.

Furthermore, the use of motor-cars, skateboards or similar means of transport by children or by any person not holding a valid driving permit is prohibited. The use of any means of transport not covered by insurance (e.g. motor scooter and quads) is prohibited in the paddocks. Segways are prohibited and may not be used inside the paddocks.
The organiser has the right to stop and keep such vehicles for the duration of the event. The organiser will charge a flat rate of 357 € (inclusive of VAT) for any such securing which has become necessary for safety reasons. The vehicle will only be released upon payment of this fee.

All drivers of scooters and quads must wear helmets! Scooters and quads must have an official registration!

12.19
The paddock marshals and the security staff contracted by the organiser will check compliance with the aforementioned prescriptions throughout the entire duration of the event.
With the signature on the entry form, all the competitors and drivers accept these conditions.
Any competitor/ participant failing to respect these conditions/ prescriptions will be reported to the stewards.
Competitors/ drivers are responsible for any acts on the part of their mechanics or other team members or suppliers, such as caterer for example. Any misconduct of this group of people will be considered as a misconduct of the competitor/ drivers concerned.

12.20 Waiver of the driving ban on trucks on Sundays and holidays
Detailed information will be published in the entry confirmation.

13. Eligible vehicles and division in to classes

13.1 Eligible vehicles

13.1.1
To be eligible in groups AT, 24h Special all cars must have been built in 1996 and/or later. The decisive factor hereby is the production periods of the corresponding series production model and not the year of manufacture of the vehicle.
Vehicle models of production years 1990 – 1995 may be admitted by the organiser upon individual application.
It is at the sole discretion of the Clerk of the Course in agreement with the Technical Committee to grant any such waiver.

13.1.2
The organiser reserves the right to make the participation in one or two VLN races and/or the ADAC 24h-Qualification Race of the year 2015 before the 24h Race a condition for single cars.
Vehicles of classes SP9 and SP-X (at least one car per manufacturer) must previously have competed in at least two rounds of the endurance racing championship Nürburgring and/or in the ADAC Qualification Race 24h Race.

13.1.3
The Technical Regulations for the various groups are indicated in Chapters II and III and in the Appendices 1 – 8 of these Regulations – Technical Regulations.

Division 1
- Group 24h Special (in accordance with Chapter II as well as Appendices 1 to 8 of these Regulations, incl. mild Hybrid)
- VLN Production Cars (In accordance with Chapter II as well as the DMSB approved VLN Regulations 2015, see also Art. 2.4 – Chapter III)
13.2 Division into classes

13.2.1 The divisions indicated in Art. 13.1 are divided into the following classes:

Division 1

- Group 24h Special
  - Class: over cc up to cc
    - SP 2T (Turbo) over 1.350 up to 1.750 cc *Cars over 1.350 up to 1.500 cc only with Special admission!
    - SP 3 over 1.750 up to 2.000 cc
    - SP 3T (Turbo) over 1.750 up to 2.000 cc
    - SP 4 over 2.000 up to 2.500 cc
    - SP 4T (Turbo) over 2.000 up to 2.600 cc
    - SP 5 over 2.500 up to 3.000 cc
    - SP 6 over 3.000 up to 3.500 cc (only vehicles with approval as a car with close-to-production engine)
    - SP 7 over 3.500 up to 4.000 cc (only vehicles with approval as a car with close-to-production engine)
    - SP 8 over 4.000 up to 6.250 cc (only vehicles with approval as a car with close-to-production engine)
    - SP 8T (Turbo) over 2.600 up to 4.000 cc (only vehicles with approval as a car with close-to-production engine)
    - SP-PRO over 3.000 (Cars required to be fitted with a restrictor according to the Appendix 5 for classes SP 6, SP 7, SP 8, SP 8T, i.e. vehicles without approval as cars with close-to-production engine)
    - SP 9 (FIA-GT3) see Appendix 3
    - SP 10 (SRO-GT4) see Appendix 4
    - SP-X see Appendix 2

- AT (e.g. liquid gas, natural gas, HVO fuel) (only with special admission)

Class: Cup 1 Opel Astra OPC Cup (in compliance with the Opel Astra OPC Cup Technical Regulations)

Class: Cup 5 BMW M235i Racing Cup (in compliance with the BMW M235i Racing Cup Technical Regulations)

13.2.2

FOR ALL CLASSES

Should the number of cars entered in one of the classes of Divisions 1 and 2 be less than 5 at the entry closing date, the class concerned may be amalgamated to the next higher one of the same division. The highest class in a division will not be amalgamated even if less than 5 cars are entered.

The final division into classes will be published with the entry confirmation. In this case only, the competitor concerned has the right to start with another car or to withdraw the entry.

The entry fees (after deduction of a fee) will however only be refunded in this case if the organiser has received the notice of withdrawal at latest 1 week after the posting of the entry confirmation. Amalgamations of classes are final and cannot be reversed by changing cars into other classes.

Note:
The organiser reserves the right to introduce additional classes which will be communicated in a Bulletin, if applicable.
14. Administrative checks

14.1 Before the start of practice/ qualifying, the participants’ and race cars’ documents will be checked. It is the competitor’s responsibility to complete administrative checks and Scrutineering within the times specified in Article 7 Timetable, Article 7.3 Administrative checks and Scrutineering and before the start of practice/ qualifying. After the end of the time windows specified in the Timetable, no checks will generally be possible! Any failure to comply may result in the non-admission of the driver concerned to the start!

14.2 Upon arrival at the Check-In, each crew will be provided with a control card which must be submitted at all check points (e.g. administrative checks, scrutineering etc.) to be signed.

14.3 Administrative Checks will take place in the Race Office where the following documents must be submitted:
- Control Card (issued at the Check-In)
- Entrants’ and drivers’ competition licences
- ASN approval for foreign entrants and drivers (if not specified on the licences)
- Medical Aptitude Form (foreign participants, if not specified on the licences)
- Signature/s by driver/s, if missing
- Vehicle registration certificate or DMSB Vehicle Identity Form or corresponding foreign document.
- DMSB Permit Nordschleife
- Evidence on results, where applicable

15. Scrutineering / technical checks

15.1 Scrutineering will take place in the paddocks (scrutineering building).

15.2 The maximum of 1 team manager and of maximum 3 mechanics per team is admitted at scrutineering.

15.3 A so-called sticker lane will be arranged in front of the scrutineering bay to check whether the mandatory stickers are correctly fixed. Photos of all participating cars will be taken at this point. This means that the total of 4 photos per car will be taken, from the front, from the rear and from each side.

15.4 At scrutineering, the participants will be provided with the timing transponder and a noise-transponder (see also Art. 3.1, Chapter II, General Technical Prescriptions) which must be attached in compliance with the instructions. The transponders must be returned when the fuel costs are settled.

15.5 The following must be submitted at scrutineering:
- Control card
- Vehicle registration certificate or DMSB Vehicle Identity Form or a corresponding foreign document
- Administrative checks clearance sheet.
- For class SP9 (FIA-GT3): FIA homologation as well as, if applicable, technical specification sheet / homologation extension of the ADAC Nordrhein/DMSB in written form
- For class SP-X: Letter of approval/data specification sheet of the organiser
- For class SP 10 (SRO-GT4): SRO homologation (with complete stamps applied by SRO), SRO letter of eligibility, SRO authentication certificate regarding the corresponding chassis number as well as, if applicable, technical specification sheet / homologation extension of the ADAC Nordrhein/DMSB
- Letter of approval in the case of the classification “close to production”

15.6 The race car entered by the competitor must comply with the following requirements:
- Compliance with the Sporting Regulations applicable for the car (Appendix J, FIA/DMSB Prescriptions) and supplements, where applicable.
- Compliance with the present Technical Regulations for the 24h Race and supplements, where applicable.
- Attachment of the advertising stickers as instructed
- The appearance of the car must not be contrary to the image of motor sport

The following applies in addition:
All cars of groups 24h Special, AT, and of classes SP9 (FIA-GT3) and SP10 (SRO-GT4), (SP-X) must be presented at Scrutineering with empty fuel tank.
All participants with cars admitted by the organiser as vehicles with close-to-production engines must have the corresponding confirmation as well as all the required documentation on hand and submit those to the scrutineers upon request.

All participants required to use the ADAC tank pilot system for refuelling in accordance with the Sporting and Technical Regulations or in accordance with the applicable special conditions made by the organiser must present the tank pilot at scrutineering for inspection.

All participants required to use the data logger admitted by the organiser in accordance with the Sporting and Technical Regulations or in accordance with the special conditions made by the organiser have the data logger installed at scrutineering in order to allow for the organiser to check and to calibrate the system.

Restrictor plug gauges must be presented at Scrutineering. It must generally be possible to seal air restrictors, turbo chargers, where applicable, ballast weights and original refuel openings (for refuelling with the ADAC tank pilot system).

**Check of the installation of the GPS system prescribed by the organiser in accordance with Article 28 General Code of Driving Conduct, Article 28.3 Use of GPS Systems.**

15.7 All vehicles approved at scrutineering successfully will be provided with a control sticker. Participation in practice/qualifying or the race will be refused to any car failing to display the scrutineering control sticker.

15.8 Any car which - after having passed scrutineering - is damaged must be re-presented to the scrutineers after repair and be approved in order to be allowed to continue in practice/qualifying or race. Competitors and drivers must present the car concerned without special request.

15.9 The Clerk of the Course, in agreement with a scrutineer, will finally decide if a car may rejoin the practice/qualifying or the race after it has been damaged.

15.10 At all times during the event, the cars must totally comply with the Technical Regulations in all points.

15.11 The organiser reserves the right to carry out technical checks at any time during the event or to order such checks to be carried out, in particular regarding the compliance of the race car with the Technical Regulations. The teams undertake to give all their assistance (car pass or equivalent documents, data sheets, dates, competent team members, mechanics, tools, other necessary and useful materials, etc.) to the organiser so that these checks can be carried out as quickly as possible (see also Art. 3.4, General Technical Prescriptions). Any irregularity may result in a penalty up to exclusion.

15.12 Car/Team Presentation

A presentation of the cars and the teams is scheduled to take place at Adenau. The organiser reserves the right to nominate certain cars and teams which must be available for the presentation of the cars and of the teams. The detailed schedule, including the teams and/or drivers and cars nominated to take part, will be communicated in a separate document supplied to the nominated teams.

**16. Driver’s equipment**

16.1 The use of helmets in compliance with the FIA Standards is mandatory. Other mandatory clothing such as overall, underwear, gloves, shoes, socks and balaclava must comply with FIA Standard 8856/2000. Any incorrect clothing items, helmets or Head and Neck Support may be withdrawn by the scrutineers and will only be returned after the event.

16.2 The use of a FIA homologated Head and Neck Support, e.g. HANS, is mandatory in all groups and classes for the 24h Race.

**17. Weighing and weights**

17.1 All cars will generally be weighed at scrutineering.

17.2 The cars must comply with the minimum weight such determined at all timed during the event.
17.3 Cars may also be weighed during the practice/qualifying sessions.

17.4 During the race, when entering the pit lane, all cars may be directed at least once to the weighing area in order to check the weight. The organiser reserves the right to also read out information from the data logger at this moment.

17.5 Should the weight of a car be less than the minimum weight, the car will immediately be weighed a second and a third time on the same weighing device and in the same condition. The highest weight of the three values will be considered as weight of the car.

17.6 No substances may be added to the car after it has been selected for weighing. The same is applicable during the weighing procedure and after the race end. Any items which form part of the driver’s equipment (e.g. drinking bottles or cooling containers for cooling vests or similar) will not be taken into consideration for the determination of the weight.

17.7 It is the competitor’s responsibility to make sure that the race car can immediately upon the instruction of the scrutineers be brought to the assigned weighing device at any time during the event. The car is subject to Parc Fermé regulations from the moment it is selected for weighing. Furthermore, the itinerary to the weighing area and the weighing area itself are subject to Parc Fermé conditions. Only the officials and marshals on duty may enter in the weighing area. No intervention of any kind is allowed there unless expressly authorised by such officials. Should a car not be presented for weighing despite being requested, the scrutineers will inform the Clerk of the Course.

17.8 Any failure to comply with the minimum weight will result in the following penalties:

- During practice/qualifying: All laps/lap times set up to that moment will be deleted.
- During the race: For the first offence, the participant concerned must make his car to comply with the minimum weight and re-present it immediately at scrutineering. He may then rejoin the race.
- During the race: In the case of a second offence, the Stewards will be informed.

17.9 In this context, a reminder on the container to be used for ballast, where applicable, is given (see also Article 6.1, Technical Part of these Regulations).

18. Pits, pit stop

18.1 Pits

The final pit allocation will be made by the organiser. Competitors may not claim to be allocated a specific pit. The maximum of 7 teams/cars will be accommodated in one and the same pit. The teams themselves must ensure that the crews are able to carry out their pit stops under equal conditions.

Requests from teams wishing to share a pit must be submitted together with the entry form and in all cases at the latest by the first entry closing date.

The organiser will try to consider such requests from the teams. Priority, though, will be the smooth running of the event.

Any changes to the pit allocations after the entry closing date are excluded.

The complete material – including tyres – must be accommodated inside the garages. Crew members/persons in the pits must have the appropriate passes. Children/young persons under the age of 16, even if accompanied by an adult, have no access to pits of the pit lane (Parents are liable for their children). It is not allowed to bring animals.

Imperative to respect!

All structures, for example for additional lighting in or in front of the pits as well as service poles must be self-supporting. It is prohibited to drill holes into the solid basic structures of the buildings which applies for the complete area of the pit installations. It is furthermore prohibited to apply any fixations of whatever kind to the pit installations. Any special constructions must under all circumstances be co-ordinated with the organiser until 4 weeks before the event at the latest.

The additional competitions taking place during the 24h Race event may not be impaired as a consequence of the occupation of the area in front of the pits by the participants in the 24h Race.

18.2 Pit stops

During a pit stop, all team staff and mechanics as well as all persons involved in the refuelling procedure must wear flame-resistant overalls and helmets!!!

The organiser furthermore recommends to wear fire-resistant underwear and balaclavas.
For all persons staying exclusively in the area of the pit wall and the signalling stands, the organiser explicitly recommends to wear fire-resistant overalls!

18.2.1
If any service or repair must be carried out inside the pit garage, the race car must NOT enter the pit garage under its own power. The engine must be stopped in front of the pit and the car must be pushed into the pits by the crew members.
Utmost care must be exercised when a car leaves the pit garage under its own power after the service or repair.

18.2.2
Any welding must always be carried out in the area of the Racing Services. In this case, a team member with a fire extinguisher must be on stand-by. Pneumatic systems for wheel changes may only be placed in the area in front of the pits at the official times indicated on the Official Notice Board (primarily during the practice and race times for the 24h Race). They must, however, never impede the pit gates, the refuel devices or any other participant. All supports for the pneumatic systems should normally have a clearance of at least 2m. Any portable pressure containers fixed to the back in the form of so-called “pit runner” are prohibited.

18.2.3 Pit signals / pit stands
The pit stands may not be set up before the time specified in the entry confirmation. All cut-outs in the fence above the pit wall must be kept free. It must be possible for each pit crew to give signals to its drivers. Permanent signalling boards are forbidden.
It is also prohibited to fix radio masts or similar to the FIA fence or to the pit wall.
The layout and the design construction of the pit stands must not damage the reputation of motor sports. You are requested to treat each other in a fair way and restrict the use of space to the minimum necessary. Always bear in mind that all the teams must be accommodated.
Outside the official practice and race times, own pit stands may only remain in place if the support series have the possibility to use the pit stands.

18.2.4 Minimum pit stop time
During the race, all the cars of classes SP-PRO, SP-X, SP9 (FIA-GT3) must comply with a minimum pit stop time at each pit stop.
The minimum pit stop time will be calculated from the moment the car crosses the pit lane entry line until it crosses the line at the end of the pit lane.
The minimum duration for the first pit stop depends on the number of the laps completed in that stint / race section which begins with the race start and ends with the first entry into the pit lane (see column A).
The minimum duration for the subsequent pit stops then depends on the laps completed in that particular race section which begins with the exit from the pit lane and ends with the next entry into the pit lane (see column B).

<table>
<thead>
<tr>
<th>Laps completed</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum pit time (sec) for 1st pit stop after the race start</td>
<td>Minimum pit time (sec) from 2nd pit stop after the race start</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>239</td>
<td>231</td>
</tr>
<tr>
<td>10</td>
<td>221</td>
<td>213</td>
</tr>
<tr>
<td>9</td>
<td>202</td>
<td>194</td>
</tr>
<tr>
<td>8</td>
<td>184</td>
<td>176</td>
</tr>
<tr>
<td>7</td>
<td>166</td>
<td>158</td>
</tr>
<tr>
<td>6</td>
<td>148</td>
<td>140</td>
</tr>
<tr>
<td>5</td>
<td>130</td>
<td>122</td>
</tr>
<tr>
<td>4</td>
<td>112</td>
<td>104</td>
</tr>
<tr>
<td>3</td>
<td>94</td>
<td>86</td>
</tr>
<tr>
<td>2</td>
<td>76</td>
<td>68</td>
</tr>
<tr>
<td>1</td>
<td>58</td>
<td>50</td>
</tr>
</tbody>
</table>

The organiser will try to inform on the applicable minimum pit stop time at the moment the car enters the pit lane on a separate TV channel and indicate this in form of the elapsing time.
It is the participants’ responsibility to respect the applicable minimum pit stop time.

Any manual or automatic marking of the pit entry or pit exit line by the participants or by team members is prohibited.
It is permitted for the driver to start a stopwatch manually inside the car when it crosses the pit lane entry line.

When leaving the pit area allocated to the car, it must proceed to the pit lane exit at appropriate speed. Any stopping or obvious slowing down of a car in the pit lane once it has left its pit area is prohibited and will be checked by the pit marshals. Under no circumstances must any other participant be obstructed or endangered. Any failure to comply will be reported to the Clerk of the Course.
Any failure to comply with the minimum pit stop time will result in a penalty according to Article 28.9 (see also Article 40.2 Classification Penalties.

The above provision will be suspended after the race duration of 22 hours and 30 minutes has elapsed.

19. Refuelling, fuel deposit

19.1 Refuelling

19.1.1 Refuelling of the race cars of the 24 Hour Race is only permitted during the times published on the Official Notice Board (primarily during the 24h Race practice sessions and the race). The support races taking place during the event must not be obstructed by the 24h Race participants using the fuel pumps.

19.1.2 Refuelling is only permitted from the fuel pumps in the pit area. Before the event, the fuel pumps are adjusted to identical flow rates by the organiser and the Nürburgring Betriebsgesellschaft mbH. Any tampering of the fuel pumps or the opening of the fuel pump housing is prohibited. Any offence will be reported to the stewards.

Gas-powered vehicles and bio-diesel vehicles must be refuelled at the refuel station provided for this purpose, the gas must be filled into the tank installed in the car.

19.1.3 All the team members involved in the refuelling procedure must wear fire-resistant overalls as well as helmets. The pit marshals on duty will check compliance. A team member with a certified extinguisher (min. 6 kg) working properly must be on stand-by throughout all refuelling operations. The teams must use their own fire extinguishers provided for this purpose. The end of the exhaust pipe must be covered with flame-resistant material unless the fuel tank is positioned at the front (exception: turbo powered cars).

19.1.4 With the exception of turbocharged cars, the engines of all cars must be stopped during a pit stop/refuelling.

19.1.5 Refuelling of turbocharged cars:

Two team members each one equipped with a certified extinguisher (min. 6 kg) working properly must be on stand-by throughout all refuelling operations. The teams must use their own fire extinguishers provided for this purpose. The fireman on-site will check these fire extinguishers.

19.1.6 The cars must always be refuelled by using one single fuel tap of the corresponding fuel pump. Fuel must always be filled from the fuel tap directly into the fuel tank installed in the race car or in compliance with the specific regulations for particular classes and groups (see Appendix 6). It is prohibited to use two or more fuel taps simultaneously for refuelling. The replacement of the complete fuel tank or of a part of the fuel tank is prohibited. The replacement of the gas tank is also prohibited for cars of Group AT (replacement of an empty tank by a pre-filled tank).

The fuel tank in the race car (including additional tanks) must at all times during the event be solidly connected to the car in compliance with the guidelines for the installation of fuel tanks. Any modification of the fuel tanks (not resulting from an accident or a technical failure) is prohibited. If the fuel tank has to be modified or repaired after an accident or due to a technical failure, the crew may only rejoin the practice session or the race after the approval of the scrutineers and of the Clerk of the Course.

19.1.7 During a pit stop, all team staff and mechanics as well as all persons involved in the refuelling procedure must wear flame-resistant overalls and helmets!!! The organiser furthermore recommends to wear fire-resistant underwear and balaclavas.

During a pit stop, service and repair may be carried out on the race car. If service and repair work is carried out on the race car whilst it is refuelled, this work must be completed when refuelling is completed.

No person may be beneath the vehicle during the refuelling procedure.

Any offence will result in a penalty applied by the Clerk of the Course.

Depending on the severity of the offence, in particular in the case of a repeated offence, the stewards will be informed. The refuelling operation begins with the removal of the nozzle from the fuel pump support and ends with the removal of the nozzle from the filler cap of the vehicle. For cars which must use a so-called ADAC tank pilot for refuelling, the refuelling procedure ends with the removal of the ADAC tank pilot. Only one nozzle may be used for refuelling. (Description and operation ADAC tank pilot: See Appendix 6).
A refuelling operation must generally not be interrupted (exception: breakdown of the refuelling system or for reasons of fire protection). Any service or repair beyond the refuelling operation must not be carried out in front of the fuel pumps. The area in front of the fuel pump must immediately be cleared after refuelling so that other race cars can be refuelled.

Tyre change is permitted at the level of the AT fuel station (pit lane access). In co-ordination with the organiser and the DMSB, it is furthermore permitted to set up a pit stand at the gas fuel station (not at the pit wall). Any work on the car and/or the drivers’ change must be carried out on the right side of the new white line – in driving direction.

19.1.8
The use of quick refuel valves for refuelling is permitted, provided that a corresponding adapter is used. The adapters must be approved by the scrutineers. In all cases and as specified above, the complete fuel must be filled by means of the fuel tap. Prefilled containers are consequently not admitted.

Exception: The groups and classes mentioned below.
Cars of groups 24h Special (classes SP-PRO, SP9 (FIA-GT3), SP-X) must always be refuelled using the ADAC tank pilot system (see Appendix 6). Within the framework of the BoP classification, the use of the ADAC tank pilot system may be made compulsory for cars of classes SP6, SP7, SP8 and SP8T. It is the participant’s responsibility to provide the systems and to ensure that it works properly. The provisions of Appendix 6 – ADAC Tank Pilot – are applicable.

19.1.9
Any infringement of the above prescriptions in relation to the refuelling of the race cars will be reported to the stewards.

19.2 Fuel cost deposit

19.2.1
For each car, a deposit for the fuel costs must be submitted to the organiser before the start of practice.

19.2.2
The deposit amount is as follows:

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Deposit Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 3,000 ccm</td>
<td>3,000,00 Euro</td>
</tr>
<tr>
<td>Over 3,000 ccm</td>
<td>4,000,00 Euro</td>
</tr>
</tbody>
</table>

Exception: classes SP 9 (FIA-GT3), SP 10 (SRO-GT4), SP-PRO und SP-X 5,000,00 Euro

19.2.3
To ensure a quick settlement, the deposit must be made in cash.
Upon submission of the deposit, the participant will receive a refuel card and a receipt of the deposit paid. The refuel card issued authorises the holder to refuel at the fuel pumps in the pit lane. The minimum of one and the maximum of four team members must sign the refuel card and are thus authorised to sign the fuel receipts (which are completed by the refuel marshals at the corresponding pump each time a car is refuelled). The refuel card must be available each time the car is refuelled or be placed at a clearly visible position inside the car. After each refuelling operation, the participant concerned will receive a copy of the refuel receipt on which the start number, the fuel pump and the quantity of fuel taken are indicated. The original will be submitted to the office which administers the fuel deposit / fuel settlement and this information is registered to the account of the start number / participant concerned.

The settlement of the fuel costs can be made at the earliest 2 hours after the retirement and after the submission of the drivers’ change card at the Race Office and of the refuel card in the fuel administration office. After the race end on Sunday, the fuel costs can be settled from 17:00hrs until 20:30hrs in the fuel administration office. An administration fee of 150,00 Euro incl. VAT will be charged for any settlement made after this deadline. The administration fee will be directly set off against a possible reimbursement.

The settlement of the fuel costs is only possible if the control card, the refuel card and the receipt of the deposit made are submitted. The balance, if applicable, will be reimbursed to the person submitting these documents, so these documents should be considered as cash money. In the case of a loss of the refuel card, a new card will be issued at the fuel administration office. An administration fee of 50,00 Euro incl. VAT for the new refuel card must be paid!

20. Radio communication

20.1 Radio communication – Race Control

The frequencies 147.73; 147.59; 151.13, 158.83 and 165.19 Megacycles per second are reserved for Race Control. If considered necessary, the Clerk of the Course may use any other frequency at short notice. Competitors are not allowed to use these frequencies. Any competitor in breach of this prescription may be excluded.
20.2 Radio communication – Participants

20.2.1 Applications
In Germany, the use of radio transmitters is subject to the official assignment of frequencies by the Federal Network Agency.

A corresponding application must be submitted until four weeks before the race at the latest by email or fax to the address specified in point 2.

20.2.2 Contact
BNetzA
Frequenzkoordinierung
Äußenstelle Eschborn, Holger Winter
Auf der Ludwigshöhe 204
D-64285 Darmstadt
Tel.: +49 (0) 6151 / 170 – 255
Fax: +49 (0) 6151 / 170 – 181
PC-Fax: 01805 – 73 48 70 23 01
Email : holger.winter@BNetzA.de

20.2.3 Application form
The application can be made formless but must include the following information:

- Address of applicant / company name, phone, fax-number, e-mail
- Address for invoice (if different)
- Contact on-site, mobile number
- Event for which the frequency is required
- Coverage area / specification of locations for use
- Site of installation of the equipment
- Duration of use
- Days of use
- Required frequency or frequencies
- Occupied bandwidth for each frequency
- Transmitter output power, inclusive of feeder loss
- Antenna gain
- Type of link (ground-ground, satellite etc.)
- Type(s) of signal to be transmitted (voice, data, video)
- Number of equipments

20.2.4 Fees
For each channel assigned for temporary use (up to 30 days within the period of three months at one and the same location): 130 Euro for the first channel, and 50 € for each additional channel.

20.2.5 Misuse
Notice: The use of frequencies without a valid short-term frequency assignment constitutes an offence and may be penalised with an administrative fine of up to € 500.000 by the competent authority.

21. Marketing, TV, obligatory advertising, merchandising and data protection

21.1 All advertising rights, TV and moving pictures rights (including online/mobile), Internet rights and merchandising rights in relation to the event 43rd ADAC Zurich 24h Race are owned by the ADAC Nordrhein as promoter. All participants undertake to affix the obligatory advertising indicated by the organiser to their cars and to visibly display these advertising stickers on their cars throughout the entire duration of the event. The correct fitting of the obligatory advertising will be checked by the organiser before the beginning of the event. This obligatory advertising must in no case be modified. The organiser will also carry out checks during the running of the event. The correct fitting of the advertising stickers must be approved before the cars are presented for scrutineering. Only the organiser gives binding information and decisions in relation to the obligatory advertising on the cars.

21.2 The ADAC Nordrhein has assigned the TV and moving picture rights as well as the marketing rights exclusively to WIGE MEDIA AG.

Description of the compulsory advertising to be affixed on the race cars:

- Competition number panels on the front doors and on the bonnet, 56 cm x 56 cm large, ZURICH, ADAC Nordrhein below the race numbers, 24h Nürburgring Nordschleife to the left and above the race numbers
- Upper windscreen “Gran Turismo”, up to 15 cm high
- Upper rear window “TBA” up to 15 cm high
- Front and rear registration plate area “Bilstein”, approx. 30 x 15 cm large
- Front left and right mudguards “Falken”, approx. 40 x 12 cm large.
The above mentioned compulsory advertising may be replaced by one or several partners to be specified by the holder rights.

21.3
Any filming activities during the 24h Race Nürburgring 2015 (including filming for purely internal documentation) is subject to a filming contract and permit issued by the wige MARKETING GmbH. All cameras (including onboard cameras) must carry a corresponding sticker. Contact: mailto:tv-marketing@wige.de

With the conclusion of the filming contract, the participant gives the permission to the organiser to use the material recorded if considered necessary by the Clerk of the Course to clarify any incidents on the race track.

The organiser may instruct any competitor to fit an organiser’s onboard camera in his race car. See also Art. 6.1.7.2 Chapter II, General Technical Regulations.

All onboard cameras installed in the race cars participating in the 24h Race Nürburgring 2015 must be provided with a filming permit sticker, the car will otherwise be refused at scrutineering.

Cameras may only be installed inside the cockpit. The fixation of the cameras must be approved by the scrutineers.

21.4
During the entire event (in particular during practice/qualifying and the race), images of the cars and of the participants will be recorded. With their signatures, the persons specified hereafter accept that the organiser may use film, photo and video footage without any restrictions, also for promotional purposes. This includes the transfer of images into computer simulations (e.g. video games). The persons specified hereafter transfer all rights (copyrights, personal rights etc.) that may arise in connection with the production of the above mentioned materials free of charge to the organisers.

21.5
With the submission of their entry, competitor and drivers authorise the organiser to collect electronically, to administer, to store and, as far as required for sporting organisation of the event, to publish personal data of competitor and drivers for his own purposes. The organiser will not submit any personal data to third parties which are not related to the event.

21.6 Media data
After the event, the organiser makes available media data upon request of the teams. A formless request can be submitted to the organiser after the event.

22. Official notice board and publications
All announcements will be published on the official notice board. The Official Notice Board will be located in the “Race Office” in the Race Control Tower, 1st floor. Result copies will be available at the Driver Info (Race Control Tower ground floor).

23. Conditions made by the Circuit Owner/Management (Nürburgring Betriebsgesellschaft mbH)
The Nürburgring Betriebsgesellschaft mbH pursues active environment protection in all fields. It is expected by the organiser/renter that participants and everybody involved respect the provisions relating to environment protection. The respect of all these provisions is part of the business relations. This applies in particular to the prescriptions concerning the treatment of waste, soil conservation, prevention of water pollution and the avoidance of nuisance originating on adjacent property. Fuel, oils and any other matter which might cause environmental hazards must be handled with the utmost care. The system of waste separation applied by the Nürburgring Betriebsgesellschaft mbH must be respected.

Any waste must be separated as follows:

- DSD substances (packing material with green point)
- glass
- paper/pasteboard
- remaining waste
- used oil

Oil-polluted solid matter (oil filter, empty oil cans, etc.) must be collected in the respective waste containers.

Used oil and oil-polluted solid matters may only be left at the area of the Nürburgring in quantities relative to the event. Any further special waste (car batteries, brake liquids, etc.) as well as worn tyres may not be left at the circuit and must be removed from the Nürburgring area.

In the paddocks and in the industry park, including the access roads, all cars must be driven at walking speed. Access to the pit lane and to any other safety area is prohibited for all unauthorised persons. It is generally prohibited to bring animals to the paddocks and the industry park or to the spectator areas, with the exception of dogs which must always be leashed.

The use of motor-cars by children or by any person not holding a valid driving permit is prohibited. The use of Segways, skateboards or similar means of transport and the use of any means of transport which are subject to compulsory insurance according to German law but fail to be covered by insurance is prohibited.
If internal generating sets are used in the area of the Nürburgring, the user must absolutely exclude the possibility for a return feed into the Nürburgring network, for a parallel working with the Nürburgring network and for a voltage increase of the neutral conductor (N) or the PEN-conductor of the Nürburgring network. The use of internal generating sets is prohibited for the area of the Nürburgring if these conditions are not respected.

In cases where the organiser is held liable by the Nürburgring Betriebsgesellschaft mbH for an offence against the aforementioned prescriptions, the organiser on his part reserves the right to hold the injuring party liable.

24. Responsibility and Liability Renunciation of Participants

### 24.1 Liability renunciation

Participants take part in the event at their own risk (= untimed and timed practice, qualifying, warm-up, test and reconnaissance/inspection laps, races, heats, special stages to achieve maximum speeds or shortest driving times). They bear the sole responsibility under civil and criminal law for any damage caused by them.

By submitting their entries, they waive any claims or rights to pursue action for damages in connection with the event against:
- the own participants (barring any other special agreements between the participants),
- the other participants respectively, the owners and proprietors of all the cars participating in the event (as far as the event takes place on a permanent or temporary closed track) and their assistants,
- the FIA, the CIK, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC e.V., the ADAC district/regional clubs, the ADAC local clubs and the corporations associated with the ADAC, their presidents, executive bodies, managing directors, secretaries general, staff and members,
- the promoter/series organiser,
- the Organiser, the officials and marshals, the circuit owners, the authorities’ entities, racing services and all other persons involved with the organisation of the event,
- the organisation responsible for the construction and maintenance of roads, and
- the agents and other persons employed to perform an obligation, the legal representatives, the full-time employees and volunteers of all the above persons and entities as well as their members.

The disclaimer does not apply for damages or harm to life, body or health or any other damage resulting from the deliberate or negligent breach of duty, and not for any other damage resulting from the breach of a material contractual obligation committed by the group of persons released from liability. In the case of damages resulting from a slightly negligent breach of duty of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage,

The disclaimer applies to claims for any legal reason whatsoever, so in particular to claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

Implied exclusions from liability shall remain unaffected by the above non-liability clause.

With the submission of the entry form, the participants understand that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during an event that is based on the achievement of maximum speeds. They undertake to inform the owner and registered keeper of the race vehicle hereof.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the undersigned – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical record confidentially amongst each other and with regard to the clerk of the course, the chief rally doctor, the stewards, the chief medical officer, the DMSB doctors, co-ordination automobile sport (DMSB) and the insurance claims administration.

I agree to the storage, transmission and administration of my personal data in accordance with the DMSB Data Protection Provisions, under consideration of the German Data Protection Act. I have at all times the possibility to request information from the DMSB Data Protection Officer on these data and/or to make use of my right of objection. The data protection provisions are available under www.dmsb.de and/or from the organiser on-site.

### 24.2 Release from Claims of the Vehicle’s Owner

I agree with the participation of the vehicle specified on the entry form in the event (= untimed and timed practice, qualifying, warm-up, test and reconnaissance/inspection laps, races, heats, special stages to achieve maximum speeds or shortest driving times) and confirm to waive any claims or rights to pursue action for damages in connection with the event against:
- the own participants and assistants,
- the other participants respectively, the owners and proprietors of all the cars participating in the event (as far as the event takes place on a permanent or temporary closed track) and their assistants,
- the FIA, the CIK, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC e.V., the ADAC district/regional clubs, the ADAC local clubs and the corporations associated with the ADAC, their presidents, executive bodies, managing directors, secretaries general, staff and members,
- the promoter/series organiser,

ADAC Zurich 24h-Race / Supplementary Regulations 2015
- the Organiser, the officials and marshals, the circuit owners, the authorities’ entities, racing services and all other persons involved with the organisation of the event;
- the organisation responsible for the construction and maintenance of roads, and
- the agents and other persons employed to perform an obligation, the legal representatives, the full-time employees and volunteers of all the above persons and entities as well as their members.

The disclaimer does not apply for damages or harm to life, body or health or any other damage resulting from the deliberate or negligent breach of duty, and not for any other damage resulting from the breach of a material contractual obligation committed by the group of persons released from liability. In the case of damages resulting from a slightly negligent breach of duty of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

The disclaimer applies to claims for any legal reason whatsoever, so in particular to claims for damages based on contractual and non-contractual liability and to claims from tortious acts.

24.3 Responsibility
Entrants, drivers, passengers, vehicle proprietors and registered keepers take part in the event at their own risk. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.

24.4
Entrants and drivers are responsible to their team members. If a team member, for whatever reason, sustains a damage and puts forward any claim towards the group of persons mentioned in Article 24.1, entrants and drivers indemnify this group of persons from these claims.

24.5 Mutual proxy and joint liability of competitors and drivers
1) With the signature and the submission of the entry form, competitor and driver (or several drivers entered for the same car) authorize each other to represent the respective other party in procedures regarding sports penalties as well as in protest or appeal procedures, except as provided otherwise. In particular, they explicitly authorise each other to:
   - Lodge and withdraw protests
   - Notify, submit, substantiate, withdraw and waive any appeals and to
   - Submit any applications and to submit or receive any statements with regard to any sports penalties, protest and appeal procedures.
2) Competitor and driver (or several drivers entered for the same car) are jointly and severally liable for all obligations resulting from the entry contract and the licence contract.
3) Competitor and driver must accept all facts in the person or in the conduct of a team member (competitor, driver, mechanic, team staff etc.) which refer to the contractual relationship with the organiser and with the DMSB or which give reason to a claim for damages to be asserted for and against himself

25. Insurance
For the practice sessions and the race, the organiser has concluded a liability insurance for participants (drivers and car owners) with the following cover:
♦ 5,000,000 Euro for personal damage per event, but the maximum of
♦ 1,100,000 Euro for each individual person
♦ 1,100,000 Euro for damage to objects
♦ 100,000 Euro for damage to property.
The insurance excludes all claims which have been waived according to Article 25. The organiser also provides an accident insurance for spectators with the following cover:
♦ 15,500 Euro in case of death
♦ 31,000 Euro in case of disability,
as well as an accident insurance for officials and marshals.
Drivers holding a DMSB driver licence issued by the DMSB are covered by insurance as specified in the current DMSB Licence Regulations.

26. Accommodation
Verkehrsverein Nürburg – Phone: (+49) (0)2691-2304
Touristinfo Nürburgring – Phone: (+49) (0)2691-3028700
Touristinfo Hochefel – Phone: (+49) (0)2691-30516
Bäder, Wein- und Wanderland – Phone: (+49) (0)2641-97730
Verkehrsverein Müllenbach – Phone: (+49) (0)2692-755
Verkehrsverein Kelberg – Phone: (+49) (0)2692-87218
We strongly recommend to make reservations at the camping site Müllenbach, if required, as early as possible. Phone: (+49) (0)2692-224
27. Interpretation of the Regulations

27.1 Only the Clerk of the Course shall give binding information about the organisation of the event, or, in his absence, his deputy.

27.2 In the case of any dispute regarding the interpretation of the Supplementary Regulations is subject to the Stewards of the Meeting / the DMSB judicial bodies (in compliance with General Event Prescriptions Article 32, DMSB Yearbook, green part).

27.3 For the interpretation of the present Regulations, only the GERMAN text will be binding.

27.4 No claims for compensation may be derived from any decision taken by the Clerk of the Course, the Stewards of the Meeting or the judicial bodies.

27.5 The organiser reserves the right to modify or complete the present Regulations in co-ordination with the DMSB or to cancel the event or parts of it should extraordinary circumstance arise, without any obligations for indemnification. Furthermore, the organiser holds liability only in that case where exclusion from liability is not mentioned in the Regulations or entry form.

28. General code of driving conduct

All drivers must respect the provisions of the Appendix L to the International Sporting Code (ISC) in relation to the Code of Driving Conduct on Circuits. These provisions are completed by the following:

28.1 The 24h Race is a huge event and requires fairness amongst everyone involved and in particular by the drivers during the practice sessions and during the race. Drivers of the faster cars are requested to show consideration and fairness towards the slower cars and vice versa.

28.2 Any driver apparently not being up to the requirements of the race and obstructing or endangering other participants during practice or race due to their driving conduct may be excluded by the stewards upon the proposal of the Clerk of the Course. This applies only to the driver concerned.

28.3 Use of GPS systems

To further increase safety on and beside the race track, the use of a GPS system throughout the 24h Race 2015 is compulsory for all participants. It is the competitor’s responsibility to ensure that the system is working properly and perfectly. The GPS system will amongst others be used to determine the location of the corresponding car. The data may furthermore be used for evaluation in a case of ignoring yellow flags/ lights.

28.4 If the circuit is blocked or the practice or race is stopped, the drivers must pull off the track to the right or left side to give the rescue and safety cars (intervention cars) enough space to proceed to the site of the accident.

28.5 Race Control will deploy safety vehicles (intervention vehicles) to protect the site of the accident or danger. Video cameras may be used for this purpose. The operation of the safety cars (intervention vehicles) is specified in Article 30 of these Regulations.

28.6 Maximum permitted speed in the pit lane: 60 km/h

The compliance with the speed limit in the pit lane will be checked electronically.

28.7 Any failure to observe the speed limit in the pit lane will be penalised as follows:

- During practice:
  1st offence: The fastest lap time will be deleted.
  2nd offence: All lap times will be deleted.
  3rd offence: Report to the Stewards
During race:

1st offence: time penalty, 1 minute 32 seconds stopping time in the area of the Race Control Tower – A time penalty (may be combined with a pit stop).

2nd offence: time penalty, 2 minutes 32 seconds stopping time in the area of the Race Control Tower – A time penalty (may be combined with a pit stop) and in addition a fine as specified in following. For each km/h over the speed limit 10,00 Euro but at least 100,00 Euro.

3rd offence: report to the Stewards.

The time penalty is described in detail in Article 41.

All penalties refer to the competition number, which means to the complete team, and not to the individual driver.

28.8 Ignoring flag or light signals (see also Article 28.3)

In practice/qualifying:

- Article 25 of the DMSB General Circuit Prescriptions will apply if flags or light signals are ignored in any practice or any qualifying.
- Furthermore, any car already qualified for the Top 30 Qualifying as a result of the VLN rounds / ADAC Qualificationrace 24h-race may be excluded from or not admitted to start in the Top 30 Qualifying.

During the Race:

- 1st offence: time penalty, 3 minutes 32 seconds stopping time in the area of the Race Control Tower – A time penalty (may be combined with a pit stop).
- 2nd offence: time penalty, 5 minutes 32 seconds stopping time in the area of the Race Control Tower – A time penalty (may be combined with a pit stop).
- 3rd offence: Deletion of laps and report to the Stewards.

28.9 Non compliance with the minimum pit time

Non compliance with the minimum pit time will result in the following penalty:

Time penalty, 32 seconds plus the time difference to the minimum pit time to be taken in the area of the Race Control Tower – A time penalty (may be combined with a pit stop).

29. Flag signals / Flag Masters / Flash Lights

The rescue services and race control are organised in compliance with the prescriptions of the Appendix H to the FIA International Sporting Code and with the DMSB Safety Provisions specific for the Nürburgring Nordschleife. The drivers must carefully study these provisions and respect the signals and the instructions given by the marshals. The flag signals do not release the drivers from their obligation to avoid any endangering of other driver if he/she perceives a situation of danger.

The meaning of the yellow flag, irrespective of shown single or doubled waived must in all cases be respected!

From the marshal’s post in front of the double waived yellow flag, a Code 60 flag (in accordance with the DMSB Circuit Prescriptions, Appendix 1) will be shown in addition to the single waived yellow flag to warn the drivers in advance (not waved). The participant must adapt speed to the area of danger to be expected and reduce speed so much that neither participants, nor marshals or assistants are endangered.

The maximum speed for all participants between the double waved yellow flag and the green flag is 60 km/h.

The flag signals will be substituted by light boards in darkness, with the exception of the CODE 60 flag. The light boards and other light signals (e.g. Flag-Masters/Flash Lights) used during the 24h Race must be respected in the same way as the aforementioned flag signals.

30. Deployment of intervention cars, DMSB Staffel, breakdown and rescue vehicles

30.1

As specified in Article 28.5, intervention cars will be deployed by the organiser to protect areas of danger and accidents. These cars shall be equipped with yellow revolving lights throughout the event. No participant may overtake another participant. The participants must ensure that no intervention car or any other participant is endangerd when passing the intervention car.

WHITE flags are consequently shown as long as the intervention cars are driving on the track and double waved yellow flags when they stop and intervene on the track.

The intervention car protects the area of danger or accident. The intervention team may hereby also modify the itinerary for a short time. This means that, depending on the nature of the area of danger or accident, the cars may be indicated with pylons to pass the area of danger or accident using the hard shoulder. The so protected area of danger or accident
must be passed at WALKING SPEED. No participant may overtake another participant in the area of danger or accident!
The obligation to pass the area of danger at walking speed and the ban on overtaking applies for the whole duration of
the protection of the area of danger!
There is a signal master with blue running light behind the YELLOW revolving lights to indicate the direction in which the
area of danger or accident must be passes (on the right or the left side).
The end of the area of danger is indicated with a GREEN flag. From this point, the track is clear.

30.2
Intervention vehicles may furthermore be used to protect the other rescue vehicles (ambulances, breakdown and rescue
vehicles) driving on the track (yellow revolving lights are SWITCHED ON!). In this case, the intervention vehicle and the
rescue vehicle driving in front may be overtaken but a participant must not overtake another participant! The intervention
vehicle and the rescue vehicle driving in front must be overtaken at reduced speed under waved yellow flags. It is the
participants’ responsibility to ensure that no intervention vehicle or rescue vehicle driving in front is endangered.

30.3
The vehicles of the DMSB Staffel will be equipped with yellow revolving lights at all times during the event. A race car
must not overtake another race car! The cars of the DMSB Staffel must be overtaken at reduced speed, as it is
mandatory under yellow flags. It is the participants’ responsibility to ensure that no vehicle of the DMSB Staffel or of
another participant is endangered.
To summarize, WHITE will be shown when these vehicles are driving on the circuit, YELLOW during the recovery
procedure and double waved YELLOW whilst they stop and carry out their intervention operations.

30.4
The breakdown and rescue vehicles will be equipped with yellow revolving lights at all times during the event. If
considered necessary, the operation of the breakdown and rescue vehicles will be protected by intervention cars.

30.5
In the area of danger, speed must be reduced (max. 60 km/h) so that the participant is able to stop the car at any time.
Any infringement or the non-respect of the flag and light signals or the endangering of marshals on duty will result in a
penalty pronounced by the Stewards of the Meeting. See also Article 28.8.

31. Drivers’ briefings

31.1
A drivers’ briefing for all participants in the 24h Race will be scheduled. Exact location and time will be published in the
entry confirmation.

The drivers’ briefings are split in two parts:

1. Briefing for German speaking participants
2. Briefing in English for foreign participants

31.2
All drivers must attend the complete drivers’ briefing. All drivers must sign on. Any failure will result in a fine of 300,00
Euro incl. 19 % VAT.

32. Practice/qualifying – Driving time – Drivers’ change – Qualification-Race

32.1
The practice sessions/ qualifying will take place according to the time schedule.

Only cars having successfully passed scrutineering and displaying the appropriate sticker will be allowed to take part in
the practice sessions.

ALL the drivers must complete the minimum of 2 timed qualifying laps!

All drivers which are entered for two cars must complete the minimum of 2 timed practice laps on each of the two cars.

32.1.1 Top 30 Qualifying
Eligible to participate in the Top 30 Qualifying are the top 4 cars respectively in the timed practice sessions of the
corresponding VLN event prior to the 24h Race 2015 as well as the top 10 cars in the timed practice/qualifying and the
top 5 cars in the race of the ADAC Qualification Race 24h Race 2015.
The eligibility of a car for the Top 30 qualifying refers to the corresponding combination team / car type / class.
A driver can qualify the maximum of 2 cars on basis of the VLN qualifying results / ADAC Qualificationsrace 24h-Race
directly for the Top 30 Qualifying, on condition that this driver participates with both cars in the 24h Race.
Up to 1 hour before the corresponding VLN timed practice session / ADAC Qualification Race 24h-Race Qualifying, the participants must register for the possibility to directly qualify for the Top 30 Qualifying, indicating the driver’s name, the vehicle model and type, the chassis number and the class.

Any car which is directly qualified for the Top 30 Qualifying due to the VLN qualifying results, the ADAC Qualification Race 24h-Race Qualifying and Race results before the 24h Race 2015, may join each of the two timed practice sessions of the 24h Race only 20 minutes respectively after the session has started.

The remaining number of participants eligible for the Top 30 Qualifying will then be completed by the fastest cars in each of the 24h Race practice sessions respectively.

The starting grid of the first 30 cars will be based on the times achieved in the Top 30 Qualifying.

**Running of Top 30 Qualifying:**

- The starting order of the Top 30 Qualifying will be determined by the organiser by lottery. The presence of the drivers eligible for the Top 30 Qualifying is basically compulsory during the lottery as he/she will draw the lot.

- 10 minutes before the beginning of the Top 30 Qualifying the pit light will be green for a period of 5 minutes. All the cars eligible to take part in the TOP 30 shall proceed to the start and finish straight through the Coca Cola corner and will receive the start signal in accordance with Article 32.1.1 of the Sporting Regulations.

- The maximum of 3 team members per car is permitted on the Top 30 Qualifying starting grid. All the cars must line up on the starting grid one directly behind another (1 to 30).

- 1 minute before the start of the warm-up lap at the latest, the team members of the corresponding car must have left the starting grid.

- It is permitted to change wheels on the starting grid before the start to the warm-up lap but any heating of tyres by using tyre warmers, heater fans or similar on the starting grid is prohibited.

- No work may be carried out on the cars on the Top 30 Qualifying starting grid, with the exception of tyre changes.

- The following boards will be shown when the starting grid is set up:
  - 5 minutes
  - 3 minutes
  - 1 minute
  - 30 seconds.

- When the green flag is shown to the first participant, it may start its warm-up lap. The green flag will then be shown to all remaining participants at approximately 10 second intervals respectively, whereupon they may start their warm-up lap. The start signal for the warm-up lap will be given immediately in front of each individual car on the starting grid. It is therefore not necessary to move up.

- The pit lane will be closed until the last car has joined the Nordschleife.

- The use of the connection to the Grand Prix Circuit (Coca Cola corner) is no longer allowed once the starting signal for the warm-up lap is given.

- The pit lane may normally be used after the 1st lap (warm-up lap) directly from the Nordschleife.

- Cars entering the pit lane directly after the warm-up lap must pass the timing line via the GP Circuit “Coca Cola” corner after having left the pit lane and may then continue for a timed lap.

- Cars passing the timing line via the „Coca Cola” corner have priority towards the cars entering the pit lane.

- Cars entering the pit lane directly after the warm-up lap are allowed to change tyres in the case of a damaged tyre or if the Clerk of the Course declares the Top 30 Qualifying “wet race”.

- All cars of the Top 30 Qualifying must start the 24h Race on at least 3 slick tyres which were used in the Top 30 Qualifying. This requirement does not apply of the Clerk of the Course declares “wet race” before the race start.

- Any failure to comply may result in the deletion of laps.

- When the first car has completed 2 timed laps, the chequered flag will be shown. All participants must then proceed through the pit lane into the Parc Fermé. The Parc Fermé rules apply.
The following cars are considered to have failed in the Top 30 Qualifying:

- Cars which have not completed the minimum of one timed lap.
- Cars which do not arrive at the Parc Fermé under their own power.
- Cars which do not start the warm-up lap within 5 seconds after their respective start signal.

Cars which are thus not qualified will be lined up on the starting grid behind the qualified cars of the Top 30 Qualifying, in the order of the Top 30 Qualifying starting grid determined by draw.

32.2 Qualification for the race

To be allowed to take part in the race, a team must set a time below 120% of the fastest time in the corresponding class during the timed practice session. The Clerk of the Course may grant waivers.

32.3 A driver may participate in more than one car but in maximum 2 cars. A minimum rest time of 2 hours must always be respected between the change of a driver to another car during the race. The minimum rest time of 2 hours during the race is applicable for all drivers which means not only for drivers which are entered for 2 cars!

32.4 The maximum permitted driving time during the race for each driver without a change of drivers is 3 hours (all refuelling and pit stops included). Every time a driver exceeds this maximum permitted driving time, one lap can be deleted for every five minutes exceeding the maximum permitted driving time.

32.5 Any change of drivers must always take place in the pit area and under supervision of a marshal. Any change must be confirmed on the Control Card for the Change of Drivers with time registration, signature of the marshal, indication of the name and signature of the replaced driver. The Control Card shall be administrated by the competitor/driver who is responsible for all registrations and signatures at the pits.

Separate Control Cards will be issued for the two qualifying sessions and for the race. The Control Card for the qualifying will be issued after clearance at Administrative Checks (including checks of clothing, helmets, Head and Neck support and weighing of the drivers). The change of drivers will be controlled. The qualifying Control Card must be submitted at the Race Office in Race Control Tower until 30 minutes after the end of the last qualifying at the latest whereupon the crews will receive their Control Cards for the race.

The Control Card for the race must be submitted at the Race Office in Race Control Tower at the latest 45 minutes after race end. A car may only be driven by the driver correctly entered for that car. Any change of entries during the race is prohibited. The Clerk of the Course will decide on eventual exceptions in a final matter.

32.6 Not admitted to the start will be:

- Participants not complying with the practice qualification minima (see Article 32.1 and 32.2 of these Regulations).

Irrespective of the above provision, the Clerk of the Course may, in exceptional cases, admit drivers to the start which have not complied with the qualification minima as a result of special circumstances. The Clerk of the Course will decide in a final matter.

Participants which are not qualified have no claim on the refund of the entry fees or of any other fees.

32.7 In practice, the connection to the GP circuit (Coca-Cola corner) may also be used, exception: Top 30 Qualifying. This is in the interest of the participants who must thus not always complete a full lap before the timing line (drawing no. 8).

32.8 Access to the pit lane from the Nordschleife during practice is not possible. All drivers must then complete another lap on the GP circuit and then enter the pit lane. Access to the pit lane from either the Nordschleife or the GP circuit during the race is possible. When entering the pit lane from the GP circuit during the race, the marshals’ instructions must absolutely be respected. Cars using this variant will be reported to the timekeepers as this passage is not counted as a lap.

33. Starting grid

33.1 The starting grid for the different start groups will be set up on Saturday, 16th May 2015, according to the timetable, at start and finish following the order of the qualifying results. Exception: 1st start group, see also Article 32.1. There will be three starting groups with the maximum of 70 cars respectively.
The pole position in each start group will be on the right side of the first row. The starting grid will have two cars in each row, side by side.

33.2 The heating of tyres on the starting grid is **prohibited**.

33.3 **The pit lane will be closed 90 minutes before the start to the formation lap of the 1st start group.**

Any car which has not taken up its position on the grid when the pit lane is closed must start the race from the pit lane. Participants failing to appear at the start may be replaced by reserve cars. Reserve cars will in all cases start from the pit lane.

Free grid positions in the start group will not be occupied. Cars will start the formation lap after the corresponding start group (identification with coloured start group sticker).

### 34. Start

34.1 **Starting Mode: Rolling start (Indianapolis Start)**

34.2 **Starting procedure – Rolling start (Indianapolis Start): in 3 start groups**

When the starting grid is complete, the following boards will be shown to the participants in the different start groups:

- 5 minutes
- 3 minutes – team members must leave the grid!
- 1 minute
- 30 seconds

When the one minute board is shown, engines must be started. When the green flag is shown, the cars in the corresponding start group will begin a formation lap behind the pace car and cover a lap over the complete circuit. The starting order must be maintained under pain of exclusion. Overtaking of the pace car before the signal to start is given is prohibited.

34.3 The organiser will take appropriate action to keep the track clear during the formation lap.

Participants are forbidden to slow down to walking speed during the formation lap or to stop on the track.

Exception: Technical failure. The formation lap must be completed swiftly in the interest of all the participants. The speed is dictated by the pace car.

The Clerk of the Course will check compliance with these prescriptions. Any offence may result in a time penalty applied by Race Control.

34.4 At the end of the formation lap, the grid board will be shown to the participants. The pace car will withdraw in front of the Line and switch off its revolving lights and the start signal may be given at any moment. The start signal will be given with lights when the starter replaces the RED light by the GREEN one.

34.5 False or jumped start:

Failure to maintain the start position, dropping back or early acceleration before the GREEN light is shown may result in a time penalty.

### 35. Leaving the track, repairs and outside assistance

35.1 Any driver leaving the track must rejoin the race at the same point where he/she left the track.

35.2 Any repairs after technical failure or accident during practice or race must always be carried outside the track and by the driver of the corresponding car alone using the tools and spare parts carried onboard the car. Assistance may only be given in the paddocks and at the pits.

35.3 Any car abandoned on the circuit **may** be brought back to the paddocks for repair upon instruction of the Clerk of the Course.

Participants do not have a claim on the recovery of their car before the end of practice or race. Under consideration of the running of practice or race, the Clerk of the Course decides whether cars broken down will be brought back to the paddocks or not.
35.4
If a recovery of a car which has stopped it is not possible or does not happen for any other reason, the car will be parked beside the race track.
No liability will be assumed for the parked car, neither for theft nor for damages. The organiser has not concluded a corresponding insurance for any such cases.

For certain areas where cars are thus parked there is the possibility for the teams to collect their cars. **The race car must under no circumstances be driven or towed on public roads. Exception: Vehicles in compliance with the Road Traffic Licensing Regulations.**

35.5
Cars broken down and recovered, whether by a breakdown or rescue vehicle of the organiser or by the DMSB Staffel or by their own means, may be repaired in the pits or in the paddocks.

35.6
Practice or race may be rejoined after repair, provided that the provisions of Art. 15 of these Regulations are respected.

36. **Stopping or Interrupt the practice or race**

The Clerk of the Course reserves the right to interrupt or stop a practice or the race. In this case, the Clerk of the Course will order a red flag to be shown at the Line and the red light will be switched on. Simultaneously, red flags will be shown at all marshal posts. When the signal to stop is given, all cars must immediately reduce speed and proceed slowly back to the pits. Overtaking is forbidden. The Parc Fermé rules do not apply during the interruption. Service work and repairs may be carried out.

The Clerk of the Course and the Stewards of the Meeting will agree upon the procedure to be followed after an interruption or stopping and participants will be informed accordingly.

37. **Finish of the race**

37.1
The end-of-race signal will be given to the first car crossing the finish line (not in the pit-lane) once the 24 hours race time has elapsed.

37.2
Any driver stopping between post 207 (short connection to the Nordschleife) and the Line or proceeding at walking speed to wait for the end-of-race signal will receive a time penalty and/or may be excluded from the race.

37.3
In order to be classified, all crews must cross the finish line (race track – not pit lane) under their own power within the 20 minute following the end-of-race signal.

37.4
Speed must immediately be reduced after receiving the end-of-race signal. All cars must directly be brought to the Parc Fermé WITHOUT stopping. Any offence will be reported to the stewards of the meeting. The marshals’ instructions must be respected after crossing the finish line.

37.5
The pit lane will be closed once the chequered flag is displayed (red lights).

38. **Parc Fermé and final scrutineering**

38.1
All cars must be parked in the Parc Fermé following the instructions given where they will remain until the Clerk of the Course orders their release. The organiser is entitled to read out the data logger from the cars concerned in the Parc Fermé.

38.2
The Parc Fermé for the top three cars in the overall classification will be set up in the pit lane in front of pits 21 – 22. The cars must be parked at this location according to the marshals’ instructions.

38.3
The Parc Fermé for the other cars which have received the end-of-race signal will be set up on the driveway of the Grand Prix circuit, just in front of start and finish and of grandstand T 13.
38.4 Detailed final checks may be carried out upon instruction of the Stewards. Furthermore, the scrutineers will be on duty in the pit lane at all times during the race. They may at any time report any car with technical or mechanical problems to the Clerk of the Course who may refuse the car to rejoin the race.

39. Classification

39.1 Regardless of the number of laps covered, the chequered flag will be shown to all cars as soon as they cross the finishing line after the 24 hours have elapsed at the end of race. All cars will be classified taking into account the number of complete laps they have covered and for those which have completed the same number of laps, the order in which they crossed the Line. Only laps which have been completed with own engine power will be taken into account for the classification. There will be a class and an overall classification.

39.2 In order to be classified in the overall and class classifications, cars must have covered at least 50% of the number of laps covered by the overall winner as well as comply with the conditions specified in Article 37 Finish of the Race, Article 37.3.

39.3 If a race has to be definitely stopped, the above 50% will be calculated from the number of laps completed by the overall winner at the moment the race was stopped. For this purpose, the last lap before the definite stopping is decisive.

40. Classification penalties

40.1 Classification penalties:

- Deletion of practice laps
- Non-admission or exclusion from the Top 30 Qualifying for already qualified cars from the VLN rounds / ADAC Qualification Race 24h-Race.
- Deletion of race laps
- Time penalty.

40.2 If a participant does not take a time penalty inflicted during the last 3 hours of the race in compliance with the Circuit Regulations Article 24 (7) and (8), a replacement time penalty will be added to the last lap which was completed before the 24 hours have elapsed. If, in terms of figures, the 24 hours limit is exceeded as a consequence, this lap shall be the last classified lap of the participant.

Example 1:
If the total driving time at the end of the lap (23:54.45) + replacement time penalty (5:30.00) = 24:00.15, this lap is considered to be the last lap.

Example 2:
If the total driving time at the end of the lap (23:54.15) + replacement time penalty (5:30.00) = 23:59.45, the next lap will virtually be started before the 24 hours have elapsed and be classified. The replacement time penalty is considered for the total driving time.

40.3 These penalties may be inflicted by the Clerk of the Course without observing any special procedure. They are part of the Clerk of the Course's authorities and will be communicated through modification of the results or the display of a time penalty. The Clerk of the Course will keep the Stewards of the Meeting informed about any such penalties.

41. Time penalty – Procedure

Should the Clerk of the Course decide to inflict a time penalty on a team, the following procedure applies

- The time penalty will be indicated to the participant concerned at the Line by means of an electronic LED board / alternatively by a board, together with a board showing the corresponding race number.
- In addition, the time penalty will be shown on the Wige timing monitors.
- From the moment the penalty is displayed for the first time, the relevant driver must take the time penalty in his next pit-stop.
- To take the time penalty, the driver must proceed to the pit lane and to the time penalty area (in front of the Race Control Tower) and stop the car on the marked area.
• The driver must not leave the marked area and rejoin the race before the marshal in charge to control the procedure has clearly indicated that he/she may do so.
• The time penalty may be simultaneously inflicted on more than one participant. Any cars such affected must then line up in front of the marked area and wait for their signal to rejoin the race.
• A time penalty may be combined with a normal pit stop.

42. Protests / Appeals

42.1 Each protest must be lodged in accordance with the stipulations of the FIA International Sporting Code. Under strict respect of the protest time limits, All protests must be lodged in writing, accompanied by the fee of currently 500,00 Euro and submitted to the Clerk of the Course or, if this is not possible, to the Stewards of the Meeting. The applicable protest time limits must be observed.

42.2 If the results are sent by post, the protest time limit ends on the 7th day after the mailing, at 24:00. The postmark will be decisive.

42.3 Appeals must be lodged in accordance with the stipulations of the FIA International Sporting Code. The current fee for an appeal is 1,500,00 Euro.

43. Podium prizegiving

The provisional prizegiving ceremony for the top three in the overall classification will take place immediately after the race end on the prizegiving podium between pits 21 and 22.

After the race end, all the drivers of the corresponding teams must immediately proceed to the prizegiving podium.

Procedure:
The provisional 24h Race prizegiving ceremony will take place at the new winners podium between pits 21 and 22.
After the slow-down lap, the top three must drive down the pit lane up to the new podium.
The winner’s car will be presented on a special podium.
To position the cars, three persons of each affected teams must be on stand-by from 16:00hrs below the new podium in order to arrange the cars. Scrutineers will supervise the procedure.
The teams occupying the pits 20, 21 and 22 are furthermore requested to clear the area in front of their pits. Thank you very much for your support.

44. Prizes, prizegiving and distribution of trophies

44.1 The class winners and up to 25 %, but up to the maximum of place 5, of the starters in each class will receive trophies. Trophies will be awarded to all drivers of the crews concerned.

44.2 Prizegiving will take place on 17th May 2015, at about 18:30 hrs. The exact location of the ceremony will be indicated in the entry confirmation.

44.3 This ceremony is part of the event. Trophies will not be forwarded.
Chapter II – General Technical Regulations

Art. 1 General prescriptions for all cars

Art. 1.1
The organiser reserves the right to amend these Regulations at any time in co-ordination with the DMSB.

Art. 1.2
To be eligible, all cars must comply with the prescriptions of the Appendices 1 – 8 of these Regulations. All modifications carried out on the car must be indicated in the entry application form.

Art. 1.3
Any question of eligibility of a car shall be decided by the organiser alone. The organiser may refuse the admission of a car stating the reasons. Any such decision of the organiser is final. Any such decision is based on the regulations, approved by the DMSB.

All the competitors/drivers explicitly and totally accept this provision with the submission of the entry form. Any protest against the classification or the admission of a car upon the organiser’s decision is not accepted.

Art. 1.4
For German participants a DMSB Vehicle Identity Form or a road registration certificate is compulsory. For foreign participants a Vehicle Identity Form, if existing, issued by the corresponding ASN is compulsory or an equivalent document.

Art. 1.5
Any car contrary to the image of motorsport and/or not complying with the ADAC Code of Ethics due to their appearance may be rejected. In this case, the organiser is not obliged to reimburse the entry fee or any other costs or fees.

Art. 1.6
The organiser may require a technical data form to be supplied for cars failing to be issued with a homologation form. This technical data form must be duly completed and submitted together with the entry application form. Spare-parts catalogues and workshop manuals for these cars must also be kept on hand. It is the competitor’s/driver’s obligation to produce proof.

Art. 1.7 Air restrictor
The following applies for all cars of classes SP2T, SP3T, SP4T, SP-PRO, SP-X:

- The engine intake system must be provided with one or two air restrictors (restrictor). They must have a minimum length of 3 mm and a maximum diameter complying with Appendix 5/BOP.
- The restrictors must be made of a metallic material. The diameter specified in the Appendix 5/BOP may at no time be higher than indicated, regardless of the temperature conditions.
- All the air necessary for feeding the engine must pass through this restrictor.
- Behind the restrictor/s no kind of air containing ducts is permitted in the intake system.
- The scrutineers must be able to seal all restrictors with a wire which makes a dismantling impossible.
- For naturally aspirated engines, the restrictor/s is/are paired with the intake system (air box).
- For supercharged engines, the restrictor/s is/are paired with the turbo charger.
- For supercharged engines, the restrictor/s must be fitted at a maximum distance 300 mm in front of the compressor wheel of the turbo charger.
- The closing of the restrictor/s must immediately stop the engine. This test is carried out at a speed of 2500 rpm. All the pressure sensors in the intake system must be closed for this test. The pressure measured during this test in the intake system must be at least 150 mbar under the on-site existing ambient pressure and be maintained over at least 0.5 seconds.
- A measurement connection on the intake system must be made available for the organiser upon request.
- The organiser reserves the right to modify the restrictor sizes for individual cars.

Exception:
Upon individual application, cars of classes SP2T, SP3T, SP4T and SP-X may be classified by the organiser as vehicles with close-to-production engines.
In this case, the use of air restrictors is not compulsory, subject to divergent classification. See Article 2.0 Vehicles with close-to-production engines.

Art. 1.7.1 Air restrictor – plug gauges
At any time during the event and at scrutineering, participants with a car which is subject to the air restrictor provisions must make available 2 plug gauges to check the restrictors.
One plug gauge must comply with the actual restrictor size and the diameter of the second plug gauge must be 0.1mm smaller than the actual restrictor size. A measuring tolerance of -0.02mm is allowed. Before the plug gauge is applied into the air restrictor, it must have a temperature of +/- 10° Celsius in relation to the ambient temperature.
Each team is solely responsible for the perfect condition of the plug gauges. The plug gauges must be made of metallic material.
Art. 1.8 Data acquisition / data logger
Cars of classes SP-PRO, SP9, SP10, SP-X, SP2T, SP3T, SP4T must be equipped with the data acquisition systems (according to Appendix 7) approved by the organiser. The participants themselves are responsible to obtain the systems including the necessary sensor systems and must ensure that it is in perfect working order.

The data acquisition system must be installed by the participant in strict compliance with the installation instructions. The participant must ensure that it is in perfect working order. The organiser reserves the right to read out the data at any time during the event. Any irregularity may result in a penalty up to exclusion.

To ensure the data logging process, the GPS-antenna of the data-logging-system must be fixed on the roof of the car.

♦ At all times during the event, it must be possible for the organiser to read out data from the acquisition systems.

♦ The collection of the following data must be ensured by the participant:
  - Engine speed
  - Vehicle speed (GPS signal)
  - Vehicle speed (from ECU)
  - Position of the throttle valve
  - Intake system pressure
  - Transversal acceleration (internal sensor)

The organiser reserves the right to order additional data to be recorded.

USB data memories will be distributed during the event for cars selected by the organiser. These USB data memories must be connected to the data logger by the participants.

A deposit of 500 € is required by the organiser to ensure the due return and the due exchange of the data memories. This deposit must be paid at the office for the fuel cost settlement. The deposit will only be returned if the following deadlines are respected.

The participants must generally return these data memories to the assigned office until 30 minutes at latest after the opening of the Parc Fermé or after the practice session.

Upon request of the organiser, the data memories must be exchanged during a pit stop and the removed memory must immediately be submitted. Any delay in submitting any such memory during qualifying may result in a classification penalty in compliance with the General Circuit Prescription, applied by the Clerk of the Course. The deposit will be forfeited in the case of a corresponding delay in/after the race.

For vehicles of classes SP6 to SP8 and SP8T, as well as for vehicles of classes SP2T, SP3T, SP4T and SP-X with approval as cars with close-to-production engines, the equipment of the cars with the data acquisition systems is not compulsory, except as otherwise classified.

In this case, the vehicle must be prepared for the use of the organiser’s data acquisition system.

See Article 2.0 Vehicles with close-to-production engines.

Art 1.9 ADAC Tank pilot
All the cars of classes SP-PRO, SP9, SP-X must use the ADAC tank pilot system for refuelling (see Appendix 6).

For vehicles of classes SP6 to SP8 and SP8T as well as for vehicles of classes SP-X with approval as cars with close-to-production engines, refuelling with the ADAC tank pilot system is not compulsory, except as otherwise classified.

See Article 2 Vehicles with close-to-production engines.

Art. 1.10 Engine seals
For all cars of group 24h Special, as well as for vehicles of classes SP-X, SP9 (FIA-GT3), SP10 (SRO-GT4), it must be possible to apply seals to the engine.

It must be possible to apply seals between the valve cap and cylinder head as well as between oil pan and engine block.

Art. 2 Vehicles with close-to-production engines

Upon individual application, cars of classes SP2T, SP3T, SP4T and SP-X may be classified as vehicles with close-to-production engines by the organiser.

Classes SP6, SP7, SP8 and SP8T are exclusively reserved for vehicles with approval as cars with close-to-production engines.

Cars which have been classified by the organiser as vehicles with close-to-production engines are exempt from the following regulations, unless otherwise required by the organiser:

♦ Article 19.1.8 Sporting Regulations: Refuelling through the ADAC tank pilot system

♦ Article 1.7 General Technical Prescriptions: Air restrictors

♦ Article 1.8 General Technical Prescriptions: Data acquisition
Cars classified as vehicles with close-to-production engines by the organiser must be prepared so that the organiser's
data acquisition systems can be used. It is the participant's responsibility to provide the necessary power supply and sensor system to collect the data required as per Article 1.8. (see Appendix 7 Data Logger)
The organiser reserves the right to require cars with close-to-production engines to be fitted with data acquisition systems which are provided by the organiser. In this case, the provisions of Article 1.8 of the General Technical Regulations Data Acquisition are applicable.
The participants must generally return these data logger to the assigned office until 30 minutes at latest after the opening of the Parc Fermé or after the practice session.
Any late return during / after the race as well as the submission of damaged acquisition devices will result in a fee of 1.785,00 Euro incl. 19 % VAT charged by the organiser to the participant.

The following guidelines are applicable for the classification as a vehicle with a close-to-production engine:

**Classes SP6 – SP8, and SP-X:**
- Standard intake system from throttle valve
- Standard throttle valve
- Standard exhaust manifold
- Minimum weight/ Fuel capacity (complying with appendix 5, before BoP)

**Classes SP2T, SP3T, SP4T SP8T and SP-X:**
- Unmodified standard intake system from throttle valve
- Unmodified standard throttle valve
- Unmodified standard turbo charger
- Unmodified standard exhaust manifold
- Minimum weight/ Fuel capacity (complying with Appendix 5)

To be classified as vehicle with a close-to-production engine, it is compulsory to submit the request using the official application form which must be accompanied by all the required documentation (see Appendix 8).
The complete application forms must be submitted to the organiser until 6 weeks before the 24h Race at latest. The following surcharges will become due for all applications arriving later:
- Up to 4 weeks before the event 25,00 Euro (19 % VAT included)
- Less than 4 weeks 50,00 Euro (19 % VAT included)
- Applications submitted during the event can only be administrated in exceptional cases!
Any such applications will be subject to a surcharge of: 200,00 Euro (19 % VAT included)
Application forms must be accompanied by the fees, if applicable. Any applications not accompanied by the fee, if applicable, will not be administrated (bank details: see entry fee payments in Article 10.2.2 Sporting Regulations).
The complete application forms including all the required accompanying documents must imperatively be sent to the organiser in digital form. Any applications submitted by fax or as hard copies will not be administered.

Any approval as a vehicle with close-to-production engine will be confirmed in writing by the organiser. All the conditions and classification details specified on this official confirmation are applicable.
The organiser reserves the right to define a maximum engine performance in accordance with Appendix 5 “Maximum engine performance in relation to the car minimum weight” for vehicles with close-to-production engines.
This maximum performance is specified in the official confirmation.
If a maximum permitted engine performance is defined for a car, the participant concerned must ensure the possibility to fit the car with a roadworthy wheel/tyre combination in the case of an engine performance check. The engine performance possibly check with wheels/tyres in racing condition is not possible, as the case may be. The check will be carried out in compliance with the Technical Regulations for Group G, Article 23.1 – 23.1.6 (DMSB Yearbook, brown section).

The approvals as cars with close-to-production engines issued for the years 2012 and 2014 in classes SP6, SP7 and SP8 will remain valid until 31.12.2015.
The approvals as cars with close-to-production engines issued for the year 2014 in classes SP2T, SP3T, SP4T and SP8T will remain valid until 31.12.2015.
The organiser reserves the right to introduce handicap regulations for vehicles with close-to-production engines, such as additional ballast, boost pressure limitation and/ or air restrictors for example. In addition, the fuel quantity permitted to be carried on board and the fuel flow rates as well as aerodynamics may be adjusted.
Furthermore, the organiser has the right to refuse applications for the approval as a car with close-to-production engine even though they would comply with the aforementioned guidelines for the approval as cars with close-to-production engines.
Notwithstanding Article 2.6, Appendix 1, the possibility to be approved as a car with close-to-production engine exclusively applies for standard production cars which have been built in at least 200 identical units and with exactly this engine, including all the components belonging to that engine. The engine is defined in Article 4.1, Appendix 1 of the Supplementary Regulations, Group 24h Special Technical Regulations.
Waivers may be granted by the Clerk of the Course in co-ordination with the Technical Committee.

**Art. 2.1 Telemetry**
The use of a “one way” telemetry is free. This means that the transmission of data and/or signals from the car to an external installation is permitted. The transmission of data and/or signals from an external installation to the car is **not** permitted.

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**Art. 3 Noise Limitation and Emission Regulations for all vehicles**

**Art. 3.1 Noise limitation – Noise transponder**

**Art. 3.1.1**
The 24h Race complies with to sound emission class B at the Nürburgring.

**Art. 3.1.2**
To check compliance with the maximum permitted sound emission class B, the DMSB pass-by checking procedure will always be used (see DMSB Yearbook, blue part, Chapter II). Checks will be carried out throughout the entire duration of the event.

In addition to the timing transponder, an additional transponder to check compliance with the noise limits must be installed in each vehicle. Five permanent measurement stations have been installed at the Nordschleife where the sound of the cars is checked in accordance with the DMSB pass-by checking procedures. The measured value will be allocated to the car concerned through the transponder. The maximum permitted noise is specified in the table in Art. 3.1.3. These values must in no case be exceeded. Any car exceeding this limit twice will be shown the black flag along with a board carrying the start number concerned.

The dimension of the noise transponders is 13 x 2.5 x 2.0 cm and will be issued along with a fixation plate together with the timing transponder at Scrutineering. They must be returned when settling the fuel costs. The noise transponder must be fixed in the car at the level of the side window (e.g. at the rollcage). A check will be carried out at Scrutineering.

**1. Sound level checks (computer assisted LWA procedure)**
The LWA procedure as outlined below is the primary method to be used during circuit racing events (at permanent circuits in particular). The computer assisted sound level check is an automated procedure to record the sound emission of each car and corresponds to the most updated technology in sound level checking. The DMSB checking procedure (referred to as LWA method hereafter) has to be carried out according to the following sequence:

- Check of the cars in race conditions
- Collection of the revs
- Collection of all cars and all completed laps

The sound checks have to be carried out in compliance with the legal requirements of §26/28 BlmSchG.

a) Sound-technical determination and calibration of the microphone position based on driving dynamical and measuring parameters (while using a calibrated sound source), installation of checking equipment and test check.

Note: These preparations have already been completed and the equipment is in place at permanent circuits (currently EuroSpeedway Lausitz, Hockenheimring and Nürburgring).

b) Recording of the noise level of the car driving by (dynamical load or acceleration) – transfer to computer with digital signal processor and conversion to sound level Lw.

Recording of transponder signal to attribute the starting number of the car and the according sound level.

c) Within a set time frame, appropriate software is being used to establish whether the level is precise and can be used. This is to ensure the minimum distance between the starting number signals and the exclusion of outside noises (e.g. PA announcements, planes etc.)

d) In case the ascertained level is precise, it is being transferred into a measuring protocol with the lap involved. Check levels not considered (for instance because of overlap of several cars) are being indicated separately in the protocol. Additionally, all sound events (with starting numbers and time attributed) must be displayed online, so that noticeable cars can be made out immediately.

e) In case of exceeding the maximum sound level for the car involved (re. Table in Art. 3.1.3), the sound check team will inform the clerk of the course, the organiser and/or the stewards in an appropriate manner, who then will able to take according action.

All measuring tolerances, including weather-based influences (wind, air pressure, temperature, humidity etc.), the different environmental influences and the tolerance of the equipment must be considered while establishing the check values according to §26/28 BlmSchG. Therefore, the limits of the noise level categories laid out in the following table are **not** to be considered with a tolerance.

f) The entire measuring equipment must comply with the European norm DIN EN 60651, accuracy class 1 or 2 (or the appropriate DIN IEC 651), must allow for calibration and must have an appropriate sound source (calibrator). The microphone unit must be weather-proof.
g) The microphone unit must be placed at a distance of 10 to 40 metres from the ideal line that can be expected at a moderate passing speed.  
Any measuring location at a track must be calibrated with a norm sound source.  
The connection between the microphone unit and the measuring unit must be made of covered cables.  
The measuring unit must be adjustable to A-level checks and an averaging level of 20 milliseconds (L_{Aeq20ms}).  
The measuring unit must establish the time and spectral distribution and also must be able to record a digital sound file simultaneously.  
The attribution of the sound level to the car to be checked must be unambiguous, automated and documented by means of a transponder connection to the measuring unit.  
Time flow and identification of the car must be visually displayed in real time.  
Measuring data that can not be analysed because of overtaking manoeuvres or the like must be identified as such in real time.

2. Sound pressure level check (L_p procedure)  
In events during which an L_{WA} (sound level check) procedure is not being used, the sound pressure level check as outlined below (L_p procedure) must be used at circuit races.  
Note: Basically, the check levels of the L_{WA} check are preferred to those of the L_p check. In case of doubt, the L_{WA} levels apply.  
Simplified, the L_{WA} level can be determined from the L_p level as an approach value by using the following calculation:

\[
\Delta = 10 \times \log 2\pi a^2 \\
\Delta = 31.5 \text{ dB} \quad \text{(with } a = 15 \text{ m)}
\]

\[
a = \text{distance of the microphone to the car (acoustic centre of gravity of the car)}
\]

\[
\Delta = \text{Difference } L_p - \text{ to } L_{WA}-\text{value (approach value)}
\]

Example for \( a = 15 \text{ m} \):

\[
\Delta = 10 \times \log 2 \pi \times 15^2 \\
\Delta = 10 \times \log 1413.7 \\
\Delta = 10 \times 3.15 \\
\Delta = 31.5 \text{ dB}
\]

a) Measuring equipment  
Calibrated precision sound level check device.  
The check devices must comply with the European standard DIN EN 60651, accuracy class 1 or 2 (or the appropriate DIN IEC 651) and must allow for calibration.  
The devices must have an appropriate sound source (calibrator).  
The devices must be switched to "Fast" and the classification filter "A".

b) Measuring location, placement of the microphone  
Usually, the measuring location is the exit of the corner before start and finish.  
Placement of the microphone in a distance of 15 m +/- 0.5 m lateral to the longitudinal axle of the car to be measured at 125 cm +/- 15 cm above the track surface at the side facing the apex of the corner (corner inside).

c) Measuring conditions  
The maximum sound level of a car passing by at full load is to be established and recorded in racing-like conditions.  
It has to be ensured that the car is on the driving line – which usually also is the racing line – resulting into the distance of 15 m to the microphone.  
The starting number of the car must be recorded and attributed to the check level.  
A protocol of the check has to be prepared in an appropriate way.  
In case of exceeding the maximum level as outlined in 2 d), Race Control must be informed in an appropriate way.

d) Conditions, eligible maximum level  
As a rule, the checks will be carried out during qualifying. The checks have to be carried out by at least two judges of fact or scrutineers authorised by the DMSB.  
A measuring tolerance of 2 dB and an additional correction value of 1 dB for disturbing influences that can occur at the location of the check due to particular conditions must be taken into account for the established check value. The total tolerance of 3 dB thus includes the measuring procedure tolerances such as weather-based influences (wind, air pressure, temperature, humidity etc.), the external influences and the tolerance of the measuring devices.  
Wind and other disturbing influences must be 10 dB(A) under the maximum level.  
PA loud speakers within the measuring area are to be switched off. The resulting value must be used for the assessment of the measuring results.  
The maximum value allowed must be outlined in the regulations as approved by the DMSB. Additionally, the instructions of the organisers and the circuit management must be respected.

Art. 3.1.3  
The following limit values must not be exceeded:
Division 1 – Group 24h-Special

<table>
<thead>
<tr>
<th>Class</th>
<th>LWA Procedure</th>
<th>LP Procedure</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP2T</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP3</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP3T</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP4</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP4T</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP5</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP6</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP7</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP8</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP8T</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP9 (FIA-GT3)</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP10 (SRO-GT4)</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP-PRO</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>SP-X</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>Cup 1 Opel</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>Cup 5 BMW</td>
<td>130</td>
<td>98</td>
</tr>
<tr>
<td>AT (Gas, HVO)</td>
<td>130</td>
<td>98</td>
</tr>
</tbody>
</table>

Division 1 – Group VLN Production cars

<table>
<thead>
<tr>
<th>Class</th>
<th>LWA Procedure</th>
<th>LP Procedure</th>
</tr>
</thead>
<tbody>
<tr>
<td>V2</td>
<td>128</td>
<td>96</td>
</tr>
<tr>
<td>V3</td>
<td>128</td>
<td>96</td>
</tr>
<tr>
<td>V4</td>
<td>128</td>
<td>96</td>
</tr>
<tr>
<td>V5</td>
<td>128</td>
<td>96</td>
</tr>
<tr>
<td>V6</td>
<td>128</td>
<td>96</td>
</tr>
<tr>
<td>V2T</td>
<td>128</td>
<td>96</td>
</tr>
<tr>
<td>V3T</td>
<td>128</td>
<td>96</td>
</tr>
</tbody>
</table>

Art. 3.1.4
The organiser reserves the right to additionally check the cars in compliance with the DMSB close range checking procedure. The noise level such measured must not exceed 95 + 2 dB(A) + + 3%. (Specification available for download on www.24h-rennen.de).

Art. 3.1.5
Any offence against the noise limitation regulations may result in the following penalties:

- **During practice:**
  - **1st offence** - all practice lap times achieved until the moment the infringement is discovered are deleted; the car must be made to conform with the noise prescriptions. For this purpose, the black flag with orange disc together with the race number on a separate board will be displayed to the relevant driver at the Line. The car must immediately return to the pits.
  - **2nd offence** – all further practice lap times will be deleted. The car may be refused to continue practice and the Clerk of the Course may decide not to admit the car to the race due to the non-compliance with the noise prescriptions.

- **In Race:**
  - **1st offence** – The black flag with orange disc together with the race number on a separate board will be displayed to the relevant driver at the Line. The car must immediately return to the pits and make its car to conform with the noise prescriptions. The car must then be represented to the scrutineers. The car may rejoin the race only after confirmation of the Clerk of the Course.

- **Further offences** – In the case of a repeated offence, the Clerk of the Course may refuse the team to continue the race. In such a case, the black flag together with the race number on a separate board will be shown to the relevant driver at the Line. The car must immediately return to the pits and stop his car.

In cases where the circuit management asserts claims to the organiser due to an offence against the noise prescriptions and the organiser is held liable, the organiser on his part reserves the right to assert claims to the party which is originally responsible for the offence.

Art. 3.2 Emission regulations

Art. 3.2.1
The emission regulations specified in the DMSB Yearbook, blue part, must be respected.

Art. 3.2.2
A catalytic unit in conformity with the Article 15 of the DMSB Emission Regulations (see also DMSB Yearbook, blue part) is compulsory for all classes (including GT3 and GT4).

The following catalytic units are allowed/mandatory:

- Catalytic units that are commercially available to anyone and comply with the Euro emission standards as outlined in Appendix XXV of the StVZO when used with an approved drive concept for passenger cars.
b) Catalytic units with ABE provided that the compliance with the Euro emission standards as outlined in Appendix XXV of the StVZO has been confirmed.

c) Catalytic units with a TÜV test report, provided that the Euro emission standard as outlined in Appendix XXV of the StVZO has been confirmed.

d) Catalytic units homologated by the DMSB.

Note: For road-legal cars (StVZO), please ask the manufacturer of the catalytic unit whether the unit can be registered. A displacement factor (e.g. for charged engines), if applicable, does not have to be considered for the capacity of the catalytic unit.

e) FIA homologated catalytic units, accompanied by a confirmation of acceptance issued by the DMSB.

f) Only cars with a diesel engine must be equipped with an oxidation catalytic unit according to the points a, b, c or d as outlined above.

At all Cars with Diesel engine a DMSB homologated particle filter is compulsory.

The fuel additives as outlined in the homologation papers may be used. Currently, the following particle filters are homologated:

<table>
<thead>
<tr>
<th>Make</th>
<th>Hom.-No:</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>HJS</td>
<td>PTK 350/75</td>
<td>up to 2000 cc</td>
</tr>
<tr>
<td>HJS</td>
<td>MS-DPF 2,4/1,3</td>
<td>up to 3000 cc</td>
</tr>
<tr>
<td>HJS</td>
<td>MS-DPF 2,5/1,3</td>
<td>up to 3000 cc</td>
</tr>
<tr>
<td>HJS</td>
<td>MS-DPF 1,7/0,87</td>
<td>up to 2200 cc</td>
</tr>
<tr>
<td>HJS</td>
<td>MS-DPF 1,8/0,87</td>
<td>up to 2000 cc</td>
</tr>
<tr>
<td>HJS</td>
<td>MS-DPF 3,3/1,3</td>
<td>up to 4000 cc</td>
</tr>
<tr>
<td>BMW</td>
<td>BMW DPF 2000A</td>
<td>up to 2000 cc</td>
</tr>
<tr>
<td>Seat</td>
<td>Seat Sport V6PT 131723</td>
<td>up to 2000 cc</td>
</tr>
</tbody>
</table>

The capacity indication refers to the effective capacity (irrespective of normally aspirated or supercharged engine). HJS filters and catalytic units can be ordered from Phone +49 (0)2373–987-160 or fax number +49 (0)2373–987-199.

Note: The rules for catalytic unit of the corresponding vehicle group must be complied with as well.

Art 3.2.3. Exhaust gas duct

For cars with catalytic units, all exhaust gases must pass through the catalytic unit(s). The catalytic unit should be installed as close as possible to the exhaust manifold.

For cars with diesel engines, all exhaust gases must pass through the particle filter.

Art 3.2.4. Test connection with vent plug

Cars with catalytic units in all groups must have a test connection with internal thread M 18 x 1.5 that has to be closed with a vent plug (similar to lambda probe connection) in front of the catalytic unit.

Note: This test connection must also be installed on cars with a lambda probe. The purpose of this connection is to allow for both a function test and a visual check of the catalytic unit. Therefore, the test connection must be easily accessible and be as close as possible to the unit and it must have a removable vent plug. Installation of the test connections does not affect the ABE of the car.

Art 3.2.5 Protests

A protest against the conversion rate of the catalytic unit or the particle filter is not admitted.

Art. 3.2.6 Fuel

Unleaded petrol or AT-diesel fuel in compliance with the regulations applicable for the corresponding group must be used for all cars equipped with a catalytic unit.

The only permitted fuel is the Otto petrol provided by the Nürburgring Betriebsgesellschaft mbH at the fuel stations in the pit lane. At no time during the event after scrutineering may there be any other fuel in a car which has passed scrutineering than the one prescribed above. Any modification of the prescribed fuel is prohibited. No substances may for example be added, removed or changed in their concentration. Any mixture with other fuels is prohibited.

For Diesel vehicles, the additive as specified in Article 3.2.2 may be used.

Any offence against the above prescriptions will result in exclusion from the event.

Art. 3.2.7

If refuelling with alternative fuels is not possible through the Nürburgring tank filling systems, any external tank filling system must be approved by the organiser, the Nürburgring Betriebsgesellschaft mbH and the DMSB and their locations must be defined.

It is the participant’s or the fuel supplier’s responsibility to obtain all the necessary approvals and technical safety inspections (German "TÜV") and to submit these approvals at the event to the organiser and the Nürburgring Automotive GmbH. The organiser will not bear any costs involved.

Art. 3.2.8

All cars of the group 24h-Special must be fitted with an FIA approved (cf. FIA Technical List no. 5) self-sealing connector which can be used to remove fuel from the tank. This connector must be fitted immediately before the injectors. At
Art. 4.1 Special technical regulations and safety prescriptions for all cars

The Group A safety prescriptions as specified in Article 253 of the Appendix J to the ISC must be respected for all cars. The rollover structure must comply with Article 253.8 of the Appendix J 2002 or with the current Appendix J to the ISC. The minimum of two doorbars on the driver’s side in compliance with Article 253 of the Appendix J to the ISC are mandatory in all groups and series for rollover structures which are built according to the so-called self-construction prescriptions. In the case of doorbars in form of an “X” there must be at least two opposite gusset plates. Furthermore, all rollover structures for which an ASN certificate, e.g. DMSB, ONS, MSA, etc., or an FIA Homologation can be produced are eligible.

In all groups of cars and series, a reinforcement tube is compulsory on the rollover structures which are built according to the so-called self-construction prescriptions on the A pillars of both sides of the car if the dimension A is greater than 200 mm (see DMSB Yearbook, blue part, Art. 1.8.3, www.dmsb.de). Upon application, the DMSB may grant a waiver for a replacement construction if a straight reinforcement tube is demonstrably not possible due to the constructed space, e.g. regarding the steering wheel control.

Art. 4.1.1 Separate strap fixation tube

In groups 24h Special, AT and VLN Production Cars the following separate strap fixation tube is permitted:

Separate strap fixation tube on the bodywork/ the chassis

It is permitted to fit a strap fixation tube which is axially supported and independent of the safety cage, made of seamless, cold drawn and unalloyed carbon steel measuring at least Ø 38 x 2.5 mm or Ø 40 x 2.5 mm and with a minimum tensile strength of 350 N/mm² (according to Art. 253-8.3.3) to the bodywork/ the chassis behind the main rollbar (B pillar – in relation to the driving direction), provided that these regulations are respected.
The strap fixation tube must be supported by a tube of the same material specification which is directed diagonally downwards towards the car floor (to the front or the rear) and welded to the centre in an angle of at least 30° to the vertical. **Drawing 7** must be respected.

A reinforcement plate made of steel and measuring at least 100 x 100 x 2 mm (length x width x height) must be welded to each end of the strap and reinforcement tube. This plate must either be welded to the bodywork/ the chassis or be attached to the bodywork/ the chassis by at least four M8 bolts (quality 8.8 or 10.9). It is permitted to fix the straps to the strap tube by looping or by screws.

**Art. 4.2**
An FIA homologated 6 point safety harness is compulsory for all cars.

**Art. 4.3**
An FIA homologated competition seat with supports in compliance with Article 253 of the Appendix J is compulsory for all cars.

The organiser recommends equipping all cars with competition seats complying with FIA specification FIA 8862-2009.

**Art. 4.4**
The use of door nets (NASCAR nets) in the area of the driver's door in accordance with the DMSB regulations is compulsory for all cars. In group E1-XP these NASCAR nets are recommended.

**Art. 4.5**
It is recommended to shield the front side or door windows with a clear/transparent safety film (not tinted) in compliance with the DMSB Guidelines. (Exception: Cars of group 24h Special, see attachment 1, Art. 16.1). It is permitted to shield the windscreen at the outside with a clear/transparent safety film (not tinted). The marking of the safety film is not compulsory.

**Art. 4.6**
It is permitted to partly shield the rear windows (the rear view must however be guaranteed). The foil applied on the rear windows must not be provided with any advertising. Exception: space for the obligatory advertising.

**Art. 4.7**
For all cars, the maximum of 6 front headlamps, including the standard headlamps (not including parking and position lights) is permitted. They must be embedded in the front bodywork or in the radiator grill but the opening created for that purpose must be completely closed by the headlamps. Otherwise, the lighting system must be original.

**Art. 4.7.1**
For cars of classes SP-PRO and SP9 (FIA-GT3) it is mandatory to use yellow headlamps or headlamp light.

Clarification:
The organiser reserves the right to introduce the mandatory use of yellow lights for individual cars. All other cars must always use white/uncoloured headlamps or headlamp light.

**Art. 4.8**
All cars must be equipped with a FIA homologated or standard red rear fog lamp. (FIA Technical List No. 19).

**Art. 4.9**
It is prohibited to fit flashing lights, light-emitting diodes, laser illuminates etc. to the cars if these are not specifically authorised. Exception: the top 30 cars (see also Art. 4.10).

**Art. 4.10 Flashing lights**
For a better identification of the Top 30 Qualifying cars eligible to start, flashing lights must be installed behind the windscreen on the passenger’s side. The teams must themselves install these lights and provide the relevant power supply. Fitting and power supply must be ensured by the teams themselves. The lights will be issued to the teams at the Race Office in due time before the race upon a deposit of 300,00 Euro. The flashing lights shall be returned when setting the fuel accounts and the deposit will also be reimbursed at this occasion.

**Art. 4.11**
A general circuit breaker in compliance with Article 253.13 of the Appendix J is compulsory.

**Art. 4.12 Towing eyes**
Every car must be equipped with one towing eye each at the front and one at the rear. Each towing eye must have an internal diameter of minimum 60mm and maximum 100mm and/or an appropriate free space of minimum 29 cm² and maximum 79 cm². The towing eye must allow for the passage of a bolt with a diameter of 60mm. The towing eyes must be solidly affixed to the supporting bodywork members. The front edge is protruding from the outer edge of the bodywork or is in line with this edge. Moreover, the towing eyes must be solid enough and accessible to recover the car when it is stuck in the gravel. Every towing eye must itself be identified or by means of an arrow on the bodywork part above it and coloured yellow, red or orange, contrasting to the colour of the car.
Art. 4.13
A special protection for the exhaust pipe is recommended, for example by means of gusset plates, rebound straps, etc. (homologation regulations for classes SP9 (FIA-GT3) and SP10 (SRO-GT4) must be respected). The noise prescriptions specified in Article 3.1 of these Regulations must be respected in relation to the exhaust system.

Art. 4.14
It is permitted to add protection meshes in and in front of the air intakes. These meshes and their supports must not protrude by more than 10 mm through the projection of the car, seen from the top.

Art. 4.15
The attachments of any video cameras must be approved by the scrutineers.

Art. 4.16 Fire extinguisher

Art. 4.16.1
A fire extinguishing system homologated by the FIA for Touring Cars is compulsory for all cars of Division 1, group 24h Special.

Art. 4.16.2
For all the other classes, a 4 kg or 2 x 2 kg manual extinguisher in compliance with the DMSB prescriptions is compulsory. A fire extinguishing system homologated by the FIA for Touring Cars is recommended.

Article 5 Car identification

Art. 5.1
Race numbers and advertising stickers will be issued at the Check-In and must be correctly fixed to the car before it is presented at scrutineering. Only cars fitted with the race numbers issued by the organisers will be accepted by the scrutineers.

Art. 5.2
Three race numbers must be affixed to each car: on both sides, preferably on the doors, and onto the front bonnet at an angle of 45° to the right. In addition, a small competition number must be affixed to the right side of the upper rear window. The race numbers issued must not be modified (for example by cutting out the numbers). It is recommended to apply an additional fastening with adhesive tape - only white tape may be used for this purpose.

Art. 5.3
If it is impossible to affix the mandatory race number panels and race numbers correctly due to the construction of the doors, an alternative fixation must be co-ordinated with the organiser. The race number panels must not be modified or cut without prior agreement of the organiser.

Art. 5.4
If a race number gets partly or totally loose and the car cannot be identified by the timekeepers, the competitor concerned will himself be held responsible.

Art. 5.5
The first set of race numbers and advertising stickers will be issued to the participants free of charge. Each additional advertising sticker will be liable to a fee. Spare numbers and advertising stickers will be available at the Drivers Information Office.

Art. 5.6
The race numbers positioned on the sides of the cars must be effectively and sufficiently illuminated.

Art. 5.7 Timing transponders
Each car must be equipped with a timing transponder. The transponders will be supplied at scrutineering and they must be returned when settling the account for the fuel consumption.

Art. 5.7.1
A check on the proper working of the transponder will be carried out at scrutineering. Any car failing to pass this test will not be admitted to the start.

Article 6 Ballast; vehicle gross weight

Art. 6.1.1 Ballast
If the weight of the car must be completed by ballast to comply with the minimum weight as stipulated in these Regulations and this weight cannot be achieved by corresponding permitted modifications in or on the car (i.e. steel doors, steel roof, etc.), ballast must be fixed inside the car as follows (the provisions of Article 257A of the Appendix J to the ISC are applicable for classes SP9 (FIA-GT3) and SP10 (SRO-GT4)).
Art. 6.1.2
During practice and race, this ballast must be fixed inside the car on the passenger’s side in a metal container with the following minimum dimensions:
- Bottom surface: minimum 1600 cm²
- Height: 50 mm
- Wall thickness: 2 mm

Only stackable plates made of metallic material are permitted.

Art. 6.1.3
This container must be fixed on the floor panel and welded to it. It must be closed with a solid, screwed cover and offer the possibility to fix seals. The weights inside the container must additionally be secured. If the cover serves to fix the weights, it must be appropriate solid, have at least four fixation points for closure and offer the possibility for seals to be affixed.

Art. 6.1.4
The container, the cover and the weights must be installed in such a way that they are capable of withstanding accelerations of at least 25 g without any damage.

Art. 6.1.5
At least four fixing screws with a minimum of M 8 mm, 10.9 quality are compulsory. If necessary, the floor panel is to be provided with a reinforcing plate.

Art. 6.1.6
This container will be sealed every time an additional weight has to be applied. The seals must remain intact throughout the entire event. If a seal is missing, all practice times of the crew concerned may be deleted and/or the penalties laid out in the Sporting Code may be applied.

Art. 6.1.7
The minimum weights specified in the Appendix 5/ BOP of these Regulations are applicable for all cars of classes SP3 to SP10, SP2T, SP3T, SP4T, SP8T, SP-PRO, SP-X, as well as group AT.

Art. 6.1.7.1
The minimum weights specified in the Appendix 5/ before BOP are the weights without driver and without refilling of any other coolants and lubricants or fluids and must be respected at all times during the event.

Art. 6.1.7.2
For the interpretation of these Regulations, onboard systems as well as data logging systems as per Article 1.8 are considered as ballast as per Article 6.1.1.

Art. 6.2 Vehicle gross weight

Art. 6.2.1
If the maximum permitted weight of the car (see registration document, vehicle registration certificate or car licence document) is below the required minimum weight for the division/group concerned, the car cannot be accepted.

Art. 6.2.2
This means that no car in racing condition, i.e. kerb weight according to the relevant table plus fuel plus driver (75 kg according to EC standard) may exceed the weight specified for the corresponding car as maximum permitted road-legal standard weight.

Art. 6.2.3
Compliance must be established by the competitor himself by means of documents issued by the German Federal Motor Vehicle Registration Agency, the manufacturer or the German General Importer

Art. 6.2.4
Cars which are not eligible according to Articles 6.2.1 and 6.2.2 may be admitted by the organiser in co-ordination with the Technical Committee upon individual application. In this case, the car will be individually classified by the Technical Committee. Minimum weight, air restrictor, boost pressure limitation etc. may be adjusted in terms of the balance of performance.

Art. 7 Balance of Performance (BoP)

The organiser has the right to modify performance relevant parameter for specific car models or also for individual cars in the group 24h-Special, in classes SP-X, SP9(FIA-GT3), SP10(SRO-GT4) and/or in group AT. The following parameter may amongst others be adjusted:
- Vehicle minimum weight
- Air restrictor
- Boost pressure limitation
- Maximum permitted fuel capacity
- Fuel flow rates (ADAC Tank pilot)
- Aerodynamic devices

The organiser will provide information on the current BoP classification of the relevant classes and of individual vehicles. For this purpose, an official BoP list will be published before the event.

### Art. 8 Performance test

The DMSB Technical Regulations for Group G, Articles 23.1-23.1.6 as published in the DMSB Yearbook, brown section, in relation to engine performance tests are applicable for all cars for which a maximum performance has been determined on account of the classification by the organiser, the FIA (class SP9 (FIA-GT3)) or by the SRO (class SP10 (FIA-GT4)).

### Art 9 Applications

The organiser reserves the right to refuse applications without giving reasons.

### Art. 10 Questions / Clarifications of the Supplementary Regulations

Possible questions or unclear interpretations of the Supplementary Regulations including Appendices must be submitted in writing to the following email address: silvia.berthold@nrh.adac.de

### Notes:

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Chapter III - Technical Regulations for Groups:

Division 1: Group AT (Gas, alternative Diesel fuels), Group 24h Special (incl. mild Hybrid), class SP9 (FIA-GT3), class SP10 (SRO-GT4), VLN Production Cars

Art. 1 Technical Regulations for Group „24h Special“, (incl. Diesel, mild Hybrid)

The General Technical Prescriptions as well as the provisions of Appendix 1 to Appendix 8 of the supplementary Regulations are applicable.

Art. 2 Technical Regulations for Group VLN Series Production Cars

The DMSB approved Technical Regulations for Group VLN production cars for 2015, including all Bulletins and Supplements, for the classes of the VLN production cars specified in Art. 13.2 Sporting Regulations, division into classes, as well as the General Technical Prescriptions in these Regulations are applicable.

Art. 3 Technical Regulations for Group AT (gas driven vehicles, alternative Diesel fuels)

Art. 3.1 Definition
The General Technical Prescriptions and the provisions of the Appendix 1, and the BoP, if applicable, and the Appendixes 6 to 8 of these Regulations are applicable. For gas driven vehicles, the safety prescriptions for DMSB Group AT-G are in addition applicable.

Art. 3.2 Eligible cars
An individual application for admission must be submitted for all cars running on alternative fuels. Only the organiser in co-ordination with the DMSB may grant any approval for a specific vehicle type. Any special admission is only valid in group AT.

Art. 3.3 Refuelling systems
Approvals for the use of alternative fuels may be granted upon individual application. If refuelling with alternative fuels is not possible through the Nürburgring tank filling systems, any external tank filling system must be approved by the organiser, the Nürburgring Automotive GmbH and the DMSB and their locations must be defined. It is the participant’s or the fuel supplier’s responsibility to obtain all the necessary approvals and technical safety inspections (German “TÜV”) and to submit these approvals at the event to the organiser and the Nürburgring Automotive GmbH. It is the teams’ responsibility to comply with all the requirements to assess the associated safety risks. The organiser will not bear any costs involved.

To comply with the environmental and safety conditions required from the circuit management, the Nürburgring Automotive GmbH provides a specific refuel area for the correct set-up of the mobile fuel stations. This refuel area is divided into three sections: 1 x natural gas, 1 x LPG and 1 x alternative Diesel fuel. One mobile fuel station may respectively be set up in each section. As a consequence, two fuel stations in the area Bio diesel are for example no longer permitted. The filling of ethanol, methanol or hydrogen is not permitted.

The maximum of four race cars is permitted in each refuel area. The teams must hence previously agree upon one supplier and one fuel specification.

Further restrictions with regard to the maximum number of eligible cars per fuel station cannot be excluded due to currently still unknown conditions which may be made by the experts or by the DMSB.

Art. 4 Technical Regulations for Division 1 – Classes Cup 1 and Cup 5

Art. 4.1 Classes Cup 1 and Cup 5
Class Cup 1, Opel Astra OPC Cup – The DMSB approved Technical Regulations for the Opel Astra OPC Cup 2015 including any Bulletins and/or Supplements are applicable.

Class Cup 5, BMW M235i Racing Cup - The DMSB approved Technical Regulations for the BMW M235i Racing Cup 2015 including any Bulletins and/or Supplements are applicable.

Art. 5
The organiser reserves the right to modify or to complete the Regulations, in co-ordination with the DMSB, at any time.
### Appendix 1 to the Supplementary Regulations

#### Technical Regulations for Group 24h Special

**As at: 21.10.2014**

### 1. General

Anything which is not expressly authorised by the present Regulations is forbidden. Any part worn through use or accident may only be replaced by an original part identical to the damaged one. Authorised modifications must not result in forbidden modifications.

### 2.0. Eligible cars

#### 2.1

The organiser only shall decide on the eligibility of the vehicles, in co-ordination with the DMSB. In particular in cases of car models which have been built in smaller units, a vehicle may be refused. Before investing in the preparation of any such vehicle, the car owner should contact the organiser or the DMSB to obtain information on its eligibility.

Upon individual application, vehicles with a valid FIA GT2, ACO GT2 or ACO GTE homologation may be integrated into the competition by the organiser in co-ordination with the DMSB.

#### 2.2

For safety reasons, only closed touring cars and GT cars with at least two seats, arranged side by side, are generally admitted. To be eligible, the vehicles must be equipped with an Otto-engine or a rotary engine (Wankel) and be of production period 1996 or later (decisive hereby are the production periods of the corresponding series production model and not the year of manufacture of the vehicle), running on 4 non-aligned wheels and having a minimum series production height of 1,100 mm and generally a maximum series production height of 1,600 mm (exception: Class SP9 (FIA-GT3) vehicles).

The minimum height of 1,100 mm of the race car must be respected at all times. Furthermore, the height of the car in race version must generally not exceed the maximum of 1,600 mm. Waivers may be granted by the organiser in co-ordination with the DMSB.

The cylinder capacity or the fictive volume must not exceed 6,250 cc. Waivers may be granted by the organiser in co-ordination with the DMSB.

The vehicle roof must generally be of a solid structure. **Standard hard-top** variants are accepted.

Vehicles with tubular space frame may be admitted upon individual application.

**Please note:**

Car models of production years 1990 – 1995 may be admitted by the organiser upon individual application. The Clerk of the Course may grant waivers in co-ordination with the Technical Committee.

#### 2.3

All cars must have mudguards which are rigidly connected to the bodywork. Co-steering mudguards are hence prohibited. The basic and the race car must also have a solid bodywork between the front and the rear wheels (running-in protection).

#### 2.4

Cars with exposed wheels are not permitted.

#### 2.5

The standard production car which is the basis for the race car must be qualified for obtaining a road license for public traffic in Europe. In cases of doubt, the competitor must furnish proof by submitting a General Certification (ABE) or an Individual Certification (EBE) or another corresponding certificate. The competitor may for example be required to produce a current or former certificate of registration for the standard production car in question. Only registrations or licence number plates or official certifications for road homologation which would be available for everyone are accepted. Registrations as test vehicles in accordance with §19.6 of the Road Licensing Regulations or red registration plates are not accepted.

#### 2.6

The standard car which provides the basis for the race car must have been built in at least 4 identical units. It is the participant’s responsibility to produce evidence.

#### 2.7

All manufacturers figuring on the DMSB car manufacturers list or admitted and registered with the German Federal Motor Vehicle Registration Agency (“KBA”) are accepted as car manufacturers. For the interpretation of these Regulations, a minimum number of 200 units of a series production car (independent of the basic vehicle for the race car) must have been built and be available through the normal commercial dealer channels to be accepted as a manufacturer.
2.8 GT cars
GT Cars are Grand-Touring Cars which were built in a certain minimum number of units for public sale and for the use in public traffic. The vehicle design is normally adapted to a high sporting performance and not necessarily to a high comfort and economy.
The cars must have at least 2 adequate seats which are arranged side to side. 2 + 2 seaters, such as Porsche 911, are also considered to be GT Cars.
The dimension D according to the FIA Homologation Regulations for GT Cars must not be more than 93 cm. This is a standard dimension between the rear seats and the roof.

2.9 Cars of Class SP-X
As a principle, the Technical Regulations for Group 24h Special are applicable for all cars of class SP-X. Any deviations from the Technical Regulations are specified for each individual car of that class in a Technical Data Sheet. Furthermore, the Special Provisions as in Chapter II General Technical Regulations and the Technical Regulations of the Appendix 2 and the Appendices 5 to 8 are applicable.

3. Vehicle minimum weights and additional weights or ballast

3.1 Minimum weights
In compliance with Appendix 5/before BOP and the General Technical Regulations (Chapter II).

4. Engine

4.1 It is permitted to replace the standard engine block (crankcase and cylinder) as well as the cylinder head/s by another standard engine block and/or standard cylinder head/s of the same manufacturer.
It is permitted to modify engine block and cylinder head/s through the removal of material but the original shape and the original identification must remain.
The engine must remain inside the original engine compartment and the installation direction (longitudinal or transverse) must be retained. The installation position in the original engine compartment is free up to the original engine compartment rear bulk.
Cylinder capacity is free and the original stroke and/or the original bore may for example be modified. Relining of the cylinders is allowed.
Other engine components such as connecting rods, pistons, valves, injection system, auxiliary assemblies, induction system, radiator, engine supports etc. are free.
The only means of cooling allowed are water, air and antifreeze.
Only for hybrid cars:
It is permitted to fit a cooling method (ice or dry ice) as shown in drawing no. 5 (GT 3 tank) for the hybrid unit.
For cars with a close-to-production classification, the special provisions as in Chapter II General Technical Regulations, Article 2, are applicable.

Art. 4.2 Air restrictor
See Chapter II, Article 1.7, General Technical Prescriptions

Art. 4.2.1 Restrictor – plug gauge
See Chapter II, Article 1.7.1, General Technical Prescriptions

4.3 Supercharging is permitted on condition that the manufacturer has provided the series production model which serves as basis for the race car accordingly. For spark ignition engines, the corresponding series production model must have been built with spark ignition engine and supercharging. Vehicles of the same model range of a manufacturer are considered to be series production cars. The model year restrictions specified in Art. 2.2 (1996) must furthermore be respected.

4.4 The maximum permitted effective cylinder capacity for supercharged engines is 4,000 cc.

4.5 Dual supercharging systems are free, i.e. including combinations of compressor / exhaust turbochargers are eligible. Make and design of the supercharging system are free.
All the combustion air fed to the engine must pass through the air restrictor.

4.6 The installation of the maximum of two intercoolers and their air ducting is free.
Any kind of water or fluid injection is prohibited, with the exception of the fuel for the normal combustion. An external cooling of the intercoolers through spraying of fluid is also forbidden.
4.7 The boost-pressure for vehicles with turbocharger or with a mechanical charger is specified in the Appendix 5/BOP. Article 7, chapter II, must also be respected, if applicable. The special regulations in accordance with Chapter II General Technical Regulations, Article 2, are applicable for vehicles with close-to-production classification. Appropriate connections to check the boost-pressure must be provided for all vehicles with turbocharger.

4.7.1 Definition Boost Pressure

\[ \text{Boost pressure [mbar]} = \text{Ambient pressure [mbar]} + \text{boost pressure [mbar]} = \text{Absolute pressure [mbara]} \]

4.8 The equivalence formula for the cylinder capacity calculations of rotary engines covered by NSU Wankel patents is as follows: Fictive volume = 1,5 \times (maximum capacity of the combustion chambers minus minimum capacity of the combustion chambers).

For the cylinder capacity calculation, the value for \( \pi \) is 3.1415.

4.9 The lubrication system is free.

For an engine without return of the oil fumes, an oil collector tank with a capacity of at least 2 litres must be installed.

4.10 The fuel and air feed as well as auxiliary devices and radiators are free.

5. Exhaust System / Noise Limitation

5.1 The orifice(s) of the exhaust pipe must be directed to the rear of the car or to the car's side. The orifice of an exhaust pipe directed to the side must be located behind the centre of the wheelbase.

5.2 No exhaust pipe may protrude beyond the perimeter of the car's bodywork. Toward the interior, the outlet of the exhaust system must not be more than 10 cm in relation the external edge of the bodywork.

5.3 The exhaust system must be a separate component and be located outside the bodywork and/or the chassis. The exhaust system is free in all other respects.

For vehicles with front engine which have an orifice on the side a local modification of the bodywork is permitted. These modifications must be limited to the minimum necessary. Any modification must be approved by the organiser.

5.4 Rear body apron/bumper: It is permitted to apply openings with a total surface of maximum 100 cm\(^2\) for single exhaust tailpipe and of maximum 200 cm\(^2\) for a twin exhaust tailpipe at the rear body apron and at the rear bumper for the purpose of the passage of the exhaust pipe orifice. The lower side of the opening must end at the lower edge of the rear body apron. It is permitted to use an original standard opening for the passage of the exhaust gas located above this area, if existing.

5.5 Exhaust Gases, Smoke Formation

All competitors and drivers are strongly reminded that the use of alternative fuel shall have a positive effect on the environment and that high exhaust-emission levels and smoke/soot emissions are in contradiction to this principle. The Clerk of the Course may display the black flag with orange disc to any car producing excessive smoke in the exhaust system and to order this car to come to the pits in order to carry out an appropriate repair.

6. Transmission

6.1 Four-wheel drive is only permitted if fitted as an original equipment in the model concerned.

6.2 Clutch, final drive and all drive-train components are free. The gearbox is free (for example sequential gearbox). The gearbox must, however, remain at its original position, for example immediately in front of or behind the engine, on the drive axle, etc. The number of forward gears is limited to seven. A reverse gear is compulsory. Automatic or semi-automatic gearboxes, e.g. rocker type gear change, are free.

6.3 A front wheel drive car may not be converted to a rear wheel drive car or vice versa. The original drive must be retained.
6.4 The addition of any kind of intermediate ratios is permitted. For cars with four-wheel drive, one driving axle may be disconnected.

6.5 Oil cooler and the related pipes and pumps for the engine, the gearbox and the differential are free. The oil coolers must not be fitted inside the cockpit.
If it is fitted in the rear luggage compartment, air inlet and outlet ducts with a maximum diameter of 15 cm and a maximum cross section of 177 cm² may be applied. For this purpose, an opening of maximum 400 cm² may respectively be applied on both side parts and at the rear or at the floor assembly. There must be a separation shield or box between oil cooler and cockpit.

7. Wheels and tyres

7.1 The complete wheels (complete wheel = flange + rim + tyre) are free. Rim and flange must however be made of metallic material.
The upper half of the wheel/tyre combination including wheel hub must be completely covered by solid bodywork parts when viewed from above (horizontal plane) and thus not be visible. For this purpose, the wheels must be arranged in straight line. It is prohibited to fix flexible parts for the purpose of covering the wheels.
Should on a part of the wheel or the wheel hub considered to represent a danger due to projecting parts, the car may be refused.

7.2 Wheel fixation systems are free.

7.3 In no case may the width of the complete wheel (flange + rim + tyre), in relation to cubic capacity and weight of the car, exceed the dimensions given in the Appendix 5.
The width may be measured at any point of the rim including rim flange (not wheel disc) with the exception of the tyre contact area.

7.4 The spare wheel and its attachment parts may be removed.

8. Ground clearance

No part of the car, with the exception of the rims and/or tyres, must touch the ground when the tyres situated on the same side of the car are deflated.
In order to check this point, the air valves of the tyres on the same side of the car will be removed. The ground clearance is checked without passengers.
For all cars in racing conditions, the ground clearance below the fuel tank (including collector tanks) must be at least 100 mm.
This test must be carried out on a surface as flat as possible, defined by a scrutineer. It is left to the participant's discretion to remove the tyres from the rims before the check of the ground clearance.

8.1 Ground clearance/ tank protection
The minimum ground clearance of 100mm as specified in Article 8 is not applicable if the complete fuel tank is located above the standard vehicle floor and if the following provisions are respected.
If the fuel tank is installed below the standard vehicle floor it must be located in a solidly closed, fire-proof housing which must not entail an aerodynamic advantage or have any other mechanical function.
This housing must have a crushable/expandable structure on all the exterior surfaces and be secured by at least two metal supports with the dimension of 30 mm x 3 mm each which are attached to the floor panel through crews and bolts. Screws with a diameter of at least 10 mm must be used to attach these supports. Plates with a thickness of at least 3 mm and a surface of at least 20 cm² must be used between the single screws and the bodywork panel.
This crushable structure must be a honeycomb sandwich construction based on a fire-resistant core of a minimum crushing strength of 18N/cm² (25lb/in²).
The use of aramid fibre is permitted.
The sandwich construction must include two skins of 1.5mm thickness having a tensile strength of minimum 225N/mm² (14 tons/in²).
The minimum thickness of the sandwich construction must be 1cm. The openings resulting from the removal of the original tank may be closed through the installation of a panel having the same dimension.
9. Braking system

9.1 A dual-circuit brake system operated by the same pedal and having a simultaneous effect on the front and the rear wheels is compulsory. Otherwise, the braking system is free. A handbrake is recommended. Carbon fibre parts are forbidden (with the exception of brake pads).

9.2 Cooling of the brakes
Front and rear brakes: Protection shields are free.
The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 cm². This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.
The air pipes must not protrude over the perimeter of the car, seen from above.

10. Steering
The steering system must not act on the rear axle. Otherwise, the steering system is free but the power steering must not be installed inside the cockpit. (Exception: if originally fitted) It is permitted to install steering locks.

11. Suspension

11.1 The suspension parts are free. In the case of an oil-pneumatic suspension, lines and valves connected to the spheres (pneumatic parts) are free.

11.2 All suspension parts must be made of metallic material and may only be painted (and not e.g. be chrome-plated).

11.3 Strengthening of the mounting points of suspension parts on the body side by adjunction of material is allowed.
The installation of screw holes with a maximum diameter of 10.5 mm per screw is permitted.

11.4 It is permitted to modify the suspension mounting points on the bodyshell or the chassis.
The geometrical data such as track, camber and wheel base are free.

11.5 Anti-roll bar: An adjustment possibility of the anti-roll bars by the driver whilst the car is moving is prohibited.

12. Cockpit

12.1 Seats:
The passenger seats and the rear seats (including the backrest) may be removed. The complete driver’s seat unit must be positioned on the right or the left side of the vehicles longitudinal axis.

12.2 Dashboard:
The dashboard is free but it must not have any sharp edges.

12.3 Pedal boxes:
It is permitted to install homologated or commercial pedal boxes. Adjusting work on the bodywork necessary to fix the brake fluid container and/or the pedal box is permitted.

12.4 Floor:
Carpets are free.

12.5 Other sound proofing materials and trim
Other padding materials may be removed.

12.6 Heating system
It is permitted to replace the original heating system by another one. It is permitted to remove or to blank off the water supply of the internal heating device, in order to prevent water spillage during an accident, provided an electric demist system or similar is available.
The heating system may be removed partly or completely, provided that a windscreen which can be heated with electric resistance or an electrical blower is installed. The air guiding components are free.
The electrically heated windscreen must be made of laminated glass with design certification and comply with the standard exterior shape. It must be ensured that the windscreen can be completely demisted at all times.
12.7 Air-conditioning
Air-conditioning is free. Any additional systems for the purpose of bringing cooling air to the driver must be presented at scrutineering before the event.

12.8 Steering wheel
The steering wheel is free, but it must have a constant cross-sectional, closed steering-wheel rim. It is permitted to place adapters between the steering wheel and the steering column. It is permitted to connect these adapters to the steering wheel and to the steering column by means of a separable fixation. A welded connection between adapter and steering column is only permitted upon individual application and after written approval. The anti-theft steering-lock device must be made inoperable. It is permitted to modify the vertical installation angle of the steering column in the area of the dashboard through the fixation of adapters. The steering can be on either the right or left provided that it is a question of a simple inversion of the steered wheels control, laid down and supplied by the manufacturer without any other mechanical modifications except those made necessary by the inversion.

12.9 Air pipes:
Air pipes may only pass through the cockpit if these are intended for the ventilation of the cockpit, for the cooling of components installed inside the cockpit, for the pneumatic control of the paddle-shift systems or for the functioning of the pneumatic jack.

12.10 Cockpit ventilation
The supplementary installation of one cockpit ventilation over the roof is permitted on condition that the following conditions are respected:
The installation must be made within the first third of the roof. The roof cut-out may not be more than 250 mm x 250 mm. The following exterior dimensions must be respected: Maximum width of 300 mm, maximum length of 400 mm, maximum height of 50 mm. The ventilation device may not protrude above the roof when seen from above.
If the aforementioned dimensions are respected, the air opening may also be designed as NACA inlet.
The sheet cut-out in the roof must be reinforced by a steel frame.
The installation may be made only for the purpose of the cockpit ventilation.

12.11 The following is furthermore permitted
♦ It is permitted to install a "fly-off" hand brake.
♦ Insulating material may be added to the existing bulkhead to protect the passengers from fire.
♦ The washer system is free but there must be the minimum of 1 windscreen wiper provided for the windscreen.
♦ Pneumatic jacks are eligible, as are the adjustment of the bodywork and pipes necessary for that purpose.
♦ It is permitted to remove unused supports, e.g. seat supports, etc.
♦ It is permitted to remove the rear removable window shelf in two-volume cars.

13. Electrical system

13.1 The electrical and electronic systems in the car are free but the original nominal voltage must be retained.

13.2 The make, number and capacity of the batteries are free. Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts.
For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counter plate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork.

13.3 If a wet battery is used, the battery must be covered by a leak proof plastic box, attached independently of the battery. Its location is free, however if in the cockpit it will only be possible behind the front seats. In this case, the protection box must include a ventilation opening with its exit outside the cockpit (see drawing no. 3).

13.4 Lighting:
All headlamps and rear lights must comply with the legal requirements or with the International Convention on Road Traffic.
Standard headlamps may be replaced with other headlamps, provided that this does not result in an external modification of the bodywork. All non standard headlamps must have an E-approval or at least the same headlamp properties as the standard headlamp.
It is permitted to modify the operating system of the retractable headlights, as well as its energy source.
The frontal glass must be covered with a clear transparent film. The use of yellow headlight is recommended for cars of classes SP-PRO and SP9 (FIA-GT3). The clear transparent film is not required if the standard cover of the frontal glass is made of plastics.
The mounting of additional headlights is authorised provided that the total number of headlights equipping the car (including the standard lights) does not exceed 6 (parking lights and side lights not included) and provided that the total is an even figure. They must be fitted in the front part of the coachwork or in the radiator grille, but such openings as
needed in this case must be completely filled by the headlights. Otherwise, the lighting system must comply with the standard system.

### 14. Fuel tanks

**14.1**
The fuel capacity carried on board the vehicle must not exceed the maximum amounts specified in the Appendix 5 in relation of cylinder capacity and weight.

**Under no circumstances may there be the possibility to fill more fuel into the car than the quantity defined in the Appendix 5/ BoP.**

**14.2**
It is permitted to replace the fuel tank by a safety fuel tank homologated by the FIA (specification FT3, FT3.5 or FT5). In this case, the number of tanks is free and the tank must be placed inside the luggage compartment or at the original location (Exception: see Art. 14.5).

An FT safety fuel-tank and/or the use of safety foam according to specification MIL-B-83054 or D-Stop material in the original tank is mandatory.

Fuel filter and fuel pumps may be located in the boot and in the passenger cell behind the driver’s seat. They must be separated by a fluid-proof separation or box made of CFRP, GFK or metal.

The following applies for vehicles with Diesel engines:

All vehicles with Diesel engines must be equipped with an FIA homologated safety fuel tank (specification FT3, FT3.5 or FT5). The filling pipe itself or the transition from bodywork to filling pipe and the filling pipe connection to the tank must be flexible. This is not applicable if a short filler neck inside the luggage compartment is in place. The use of a standard tank is not permitted!

**14.3**
The construction of collector tanks with a capacity of less than 1 litre is free. The various tanks (including the original fuel tank) and the FT tanks may also be combined, provided that the total of their capacities does not exceed the aforementioned limits (Art. 14.1).

**14.4**
The position of the original tank may only be modified if it was originally fitted inside the cockpit or close to the occupants. In this case it is permitted either to install a protective device between the tank and the occupants of the car, or to fit the tank in the luggage compartment, and, if need be, to modify its connecting devices (refuelling orifice, petrol pump, overflow pipe).

It is possible to fit a radiator with a maximum capacity one litre in the fuel circuit.

**14.5**
The location of the fuel tank inside the cockpit is permitted on condition that the following prescriptions are respected:

- All fuel tanks must be placed behind the front edge of the standard rear seat bench or heel plate (see drawing no. 5).
- All fuel tanks must be FT3, FT3.5 or FT5 safety tanks.
- Attachment to the bodywork with the least 40mm wide and 2mm thick metal straps, two times longitudinal and once transverse to the car’s longitudinal axis. The straps must be positioned around the box. Alternatively, a fixation to the bottom of the box with at least 10 M8 screws or 16 M6 screws is possible.
- A liquid proof bulkhead or box must be made of CFRP, GFK, metal or honeycomb sandwich construction. A sandwich construction must have a minimum thickness of 10 mm and a fire-proof core with a deformation resistance of at least 18 N/cm² (24lb/in²). Aramid fibre is permitted. The sandwich construction must have two skins with a thickness of 1.5 mm each and a tensile strength or at least 225 N/mm² (14 tons).
  - If not a sandwich construction is used, a shock absorbing foam with a thickness of at least 15 mm and a liquid tightness of at least 35 kg/m³ must be provided between the attached box and the fuel tank (see drawing No. 6).
- The fuel tank must always be refilled from the exterior.
- All fuel lines must comply with the current prescriptions as specified in Article 253-3.2.
- All fuel lines situated inside the cockpit must be continuous (not in pieces).
- The tank filler may be placed at an appropriate location of the bodywork, with the exception of the roof. The filler hose must be flexible (e.g. rubber) and have two walls. The tank filler must be located at a distance of least 500 mm from the exhaust outlet, viewed from above.
- The name of the manufacturer and the date of manufacture must be visible. Alternatively, the badge provided by the tank manufacturer and belonging to the tank must be placed at a visible location.
- A non-return valve must be installed on the filler hose.
- The tank ventilation must have a non-return valve.
- The main tube of the rollover structure must have two diagonal members (cross members) or equivalent tubes.
- Fuel pumps must be separated from the cockpit by a bulkhead (box).
14.6 The obligation in Art 14.5 for 15mm foam or cross members in the rollover structure is only applicable if the fuel tank (tank including filler hose) is totally or partly located inside the cockpit or the virtual cockpit (for two-volume cars). Otherwise, the fuel tank must be located in the luggage compartment or at its original standard position.

14.7 For the sole purpose of the fixation of the tank filler neck, the rear side windows may be replaced by windows made of polycarbonate with a minimum thickness of 5 mm and with approval mark or by another fuel proof suitable material with a minimum thickness of 5 mm. Design and position must comply with the original rear side windows,

The filler position (filler neck) for refuelling must not be situated in the roof.

Furthermore, refuelling through the luggage compartment is permitted.

If the filler neck is fitted inside the boot lid or hatchback, the filler neck must not be rigidly connected to the lid or hatchback. If the filler neck is fitted inside the hatchback, it must be positioned below the upper edge of the rear window. If the filler neck is situated inside the luggage compartment, it must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.

14.8 Alternative fuel tank installation in GT cars

For GT Cars, an additional safety tank may also be installed in the area of the passenger’s space, but the following must be respected:

a) The capacity is limited to half the volume according to the specifications in Article 14.1 / Appendix 5 in relation to the corresponding cylinder capacity/weight.

b) The tank including filling pipe must be separated by a liquid-proof bulkhead. This fuel box (bulkhead) must not exceed 600 mm in length, measured from the lowest point of the heel plate in the car’s longitudinal direction. The side wall of the box must have a distance of at least 200 mm from the outer edge of the door sill.

The fuel box must be made of metal (min. 2 mm steel or min. 3 mm aluminium) or of honeycomb sandwich construction. A sandwich construction must have a minimum thickness of 10 mm and a fire-proof core with a deformation resistance of at least 18 N/cm² (24lb/in²). Aramid fibre is permitted. The sandwich construction must have two skins with a thickness of 1.5 mm each and a tensile strength or at least 225 N/mm² (14 tons).

If a metal fuel box is used, a shock absorbing foam with a thickness of at least 15 mm and a tightness of at least 35 kg/m³ must be provided between the attached box and the fuel tank (see drawing No. 6).

c) If a fuel tank is installed in the area of the passenger space, the rollover structure in this area must have at least two lateral protection bars.

15. Bodywork

15.1 The maximum permitted total bodywork width is 200 cm (without mirrors). An application for a waiver may be submitted to the ADAC Nordrhein for cars with a valid FIA GT2, ACO GT2 or ACO GTE homologation.

15.1.1 For the intake air and/or cooling air to the engine in cars with a front engine, solely one air intake through the original bodywork apertures, through the front spoiler and/or the apertures permitted according to Article 15.5 (engine bonnet) is admitted. Subsequently attached air scoops, on whatever bodywork component, are prohibited.

For cars with rear engine, see Article 15.7

15.2 Front spoiler, rear wing and the panelling of the floor assembly are free, provided that the following is respected:

Front spoiler:

Original front spoiler may be removed or replaced but not used in parallel.

- For the interpretation of these Regulations, front spoilers are aerodynamic devices which are located below the wheel hub centre of the front wheels in parallel to the ground surface of the reference face. The measurement is taken with competition tyre equipment and 2.0 bar +/- 0.2 bar tyre pressure on the reference face of the event.
- The front spoiler width is limited to the dimension between the exterior points of the front mudguard. Wing profiles which are completely licked by the airstream are not eligible as front spoiler.
- Two additional components are admitted on each side of the front mudguard, below the wheel hub centre of the front wheels, in parallel to the ground surface of the reference face, provided that, in projection from the top, they are located within the contour of the front spoiler and outside of the inner width of the front wheels, measured at the external points of the tyre bead in the area where it touches the ground. The measurement is taken with competition tyre equipment and 2.0 bar +/- 0.2 bar tyre pressure on the reference face of the event.

In classes SP3 – SP6, SP2T, SP3T and SP4T the front spoilers may not protrude by more than 200 mm over the reference face of the external edge of the original bodywork, projected from above.

In classes SP7, SP8, SP8T and SP-PRO the front spoilers may not protrude by more than 100 mm over the reference face of the external edge of the original bodywork, projected from above.
For the definition of the reference face, the area of the original bodywork which is 300 mm above the contact points of the front tyres with the ground is taken as reference. The measurement is taken with competition tyre equipment and 2.0 bar +/- 0.2 bar tyre pressure on the reference face of the event.

**Rear wing:**
- For the interpretation of these Regulations, rear wings are aerodynamic devices which are located above the rear bumper and completely licked by the airstream.
- Rear wings must be devices added to the original exterior bodywork and they must not basically modify the exterior original bodywork shape.
- In classes SP3 – SP6, SP2T, SP3T and SP4T the rear wing (including end plates) must not protrude by more than 400 mm rearwards over the rearmost point of the original bodywork.
- In classes SP7, SP8 and SP8T the rear wing (including end plates) must not protrude over the rearmost point of the original bodywork.
- In class SP-PRO, the rear wing may not protrude by more than 100 mm beyond the rearmost point of the original bodywork.

The measuring point for this purpose is the rearmost point of the standard bumper. It is not compulsory that the shape of the rear spoiler including end plates follows the original bodywork. It may consequently be straight.

For the interpretation of these Regulations, standard aerodynamic devices which are not completely licked by the airstream are considered to be rear spoilers and may be used in parallel to the rear wing (Example: Audi TT 8N). There must be no more than one (1) rear wing.

Rear wings which are automatically or manually retractable are not admitted (Example Audi TT 8J, Porsche Cayman etc.). Any such rear wings must be removed or their function be disconnected when retracted.

- The width of the rear wings (not rear spoiler) including end plates for all cars is limited to the maximum of 80% of the car width. **Exception:** For cars of class SP-PRO, the width of the rear wing shall be maximum 90% of the vehicle width.

The width of the complete rear spoiler including end plates is limited to the dimension between the outer points of the front/rear mudguards minus 20% of the corresponding race car. The rear spoiler may be provided with end plates (see drawing 4) with a maximum dimension of 400 mm x 250 mm and a minimum thickness of 5 mm and max. 10 mm respectively. The end plates must not have any sharp edges. The rear spoiler may have maximum two flaps which must be completely located between the two end plates. The rear spoiler may have exchangeable gurney flaps. The flaps may be adjustable in steps but not be continuously adjustable and not whilst the car is moving. The rear wing may be mounted to the maximum of 2 wing supports. The wing supports must have a minimum distance of 50 mm to the inner edge of the end plates.

The height of the rear wing, including all components and mounting parts, must not exceed the highest point of the original roof skin (without antenna, air inlets etc.). The height of the rear wing is measured with competition tyre equipment and 2.0 bar +/- 0.2 bar tyre pressure on the reference face of the event.

Corresponding fixations and reinforcement as well as openings (limited to the minimum necessary) on the bodywork and/or the hatchback may be applied to fix a rear wing. It is furthermore permitted to use the exterior area of the standard rear window to fix the rear wing. The driver’s rearward view must not be obstructed. In no case may the space used to attach the rear wing be more than 20% of the original rear window surface. The only purpose of these fixations and reinforcements must be to attach the rear wing.

Standard rear wings which do not comply with the aforementioned prescriptions may be admitted by the organiser upon individual applications.

**Exception:**
For all Porsche models, type GT3 Cup of the years 2010, 2011, 2012, 2013 in class SP 7, the use of the corresponding rear wings

GT3 Cup 2010                  Component No.: 997.512.992.91
GT3 Cup 2011/12/T3            Component No.: 997.512.992.93

is only eligible if the VLN Aero Kit consisting of:

Gurney 10 mm                  Component No.: 997.512.105.94
Spoiler left                  Component No.: 997.505.333.98
Spoiler right:               Component No.: 997.505.334.98

is simultaneously used.

**15.3 Floor Assembly – Bumpers – Rear Diffusor**
The material of the bumpers is free.

The shape of the front bumper must comply with the original part. It may be extended to the side in order to adjust it to an eventual mudguard extension. The total width must under no circumstances exceed 2000mm and must not be wider than the bodywork in the area of the front mudguards above the wheel hub centre.

The area of the front bumper below the wheel hub centre of the front wheels in parallel to the ground surface of the reference face is free. Additional cooling orifices may for example be created. However, no part may protrude over the projection of the original version, seen from the top.
The measurement is taken with competition tyre equipment and 2.0 bar +/- 0.2 bar tyre pressure on the reference face of the event.
The rear-facing panel (exception Art. 5.4) must comply with the original version.

In the exterior left and right areas, the rear bumper may however be adjusted to a mudguard modification or extension, if existing. This modification must be limited to the minimum necessary.
The external shape of the rear bumper must remain original, with the exception of the above mentioned adjustment.
Apart from the openings for the exhaust system (see Article 5.4), openings with a total surface (accumulated surface) of 750 cm² maximum may be applied in the rear apron and the rear bumper.
It is permitted to fix panels or aerodynamic devices (diffuser) to the floor assembly, provided that the provisions of Art. 15.2 are respected.
An underbody panelling, if existing, must not consist of more than 5 parts, including the rear diffuser. Between the virtual vertical planes through the wheel centres of the corresponding axis, the side facing toward the track must represent a plane and flat surface (tolerance +/- 5mm). Between the virtual vertical planes through the wheel centres of the corresponding axis and in top view, the underbody panelling must not be visible. There must be no components below this plane and flat surface with the exception of wheels, tyres and wheel control elements. The underbody panelling or the plane and flat surface may be provided with the maximum of 6 holes or interruptions with a total surface of 600 cm².
In addition to the openings for the exhaust system (see Article 5.4), it is permitted to apply holes with a total surface (sum of all surfaces) of maximum 750 cm² in the rear-facing panel and in the rear bumper.
It is permitted to fit fairings or aerodynamic devices to the floor assembly, provided that the provisions of Article 15.2 are respected.
The parts forming the flat bottom must be solidly fixed to the bodywork and they must have no freedom of movement in relation to the bodywork.

In classes SP3-SP6, SP2T, SP3T and SP4T the rear diffuser must not protrude by more than 100 mm over the rearmost point of the original bodywork.

In classes SP7, SP8, SP8T and SP-PRO the rear diffuser must not protrude over the rearmost point of the original bodywork.

The measuring point for this purpose is the rearmost point of the standard bumper.
The diffuser height and thus the area of the possible modifications to the rear-facing panel and to the rear bumper is limited to the dimension below the wheel hub centre of the rear wheels in parallel to the ground surface. The measurement is taken with competition tyre equipment and 2.0 bar +/- 0.2 bar tyre pressure on the reference face of the event.

The inner width of the rear diffuser is limited to the inner distance of the rear wheels.
The use of fins is free but they must run or be mounted in parallel to the car centreline.

Any modification to the original floor assembly of a car with steel bodywork is limited to the following:
♦ It is permitted to reinforce the original seat attachments on the bodywork side through the addition of material. Any modification of the original seat attachments on the bodywork side must be checked by a DMSB expert and be correspondingly confirmed in the vehicle identity form.
♦ In order to create free space for the transmission, it is permitted to modify the tunnel. In longitudinal direction, these modifications are limited to the area between the foremost point of the clutch bell of the original gearbox and the rearmost point of the original gearbox.
The tunnel must not be modified in the area up to 100 mm above the floor panel. Above this measuring point, it is permitted to elevate the tunnel by the maximum of 50 mm, measured in the centre of the tunnel longitudinal axis.
The width may be increased by the maximum of 40 mm, measured on the plane at a distance of 100 mm above the floor panel.
♦ The opening for the gear lever may be relocated.
♦ In order to create free space for the differential housing and for the drive shafts, it is permitted to modify the floor assembly locally. The eligible modification is limited to the maximum of plus 30 mm of the differential housing surface projected from above and of the drive shafts directing to the side (not cardan shaft).
♦ The height of a box-shaped bodywork modification is limited to the maximum of plus 30 mm, starting from the highest bodywork point above the original differential housing or the original drive shafts directing to the side (not cardan shaft).
♦ For catalytic units or smoke particles filter, local modifications, limited to those absolutely necessary for this installation, may be carried out on the floor assembly.
♦ It is permitted to cut out a part of the floor for the fitting of the fuel tank; however, such cut-outs must be strictly limited to those parts necessary for this installation. Each side of the area cut out may be no more than 2 cm larger than the area of the installed fuel tank projected from the top. It is prohibited to remove any kind of supporting components or double sheets.
♦ Any modification to the bodywork of whatever kind regarding bodyworks which are not made of steel may only be permitted upon application.
15.4
It is permitted to apply two openings in the bulkhead each between the engine compartment and the cockpit and between the luggage compartment and the cockpit to allow the passage of pipes. The maximum diameter for each opening is 50 mm. After the passage of the pipes, remaining openings must be closed.
A local cut-out in the bulkhead behind the rear seat, if existing, is permitted for the installation of a roll cage or to accommodate the fuel tank.

15.5 Doors, Engine Bonnet and Boot Lid:
The material used for the doors, for the bonnet and the boot lid is free. The original exterior shape of the doors and of the boot lid must remain original. The original exterior shape of the engine bonnet must also be retained, with the exception of the freedom granted hereafter. The door locks must remain original. As a consequence, bonnet and mudguards must be separate parts as they are in standard production. In the case of frameless doors, a windscreen frame may be used to fix the door windows.

Each door must be fitted with a door trim. This trim may be original or be made of a metal sheet with a thickness of at least 0.5 mm or be of another composed material with a minimum thickness of 2 mm. In the case of a two-door car, the trim situated beneath the rear side windows must also comply with the above provisions.
It is permitted to install a side protection panel made of a composite material sidepad (side protection integrated into the side protection bar). The minimum design of this panel must comply with drawing 2. The minimum height must extend from the base of the door up to the maximum height of the door strut.
At least four additional safety fasteners must be fitted for each of the bonnet and boot lids. The original locking mechanisms must be rendered inoperative or removed.
Air intakes or outlets with a maximum surface of 3000 cm² in the bonnet/boot lid are permitted. These devices must not protrude by more than 20 mm beyond the surface of the original bonnet. No mechanical part must be visible in top view.
If mechanical parts are nevertheless visible due to the air intakes or outlets, these openings must be closed by means of a grill with a permitted mesh width of 10 mm x 10 mm maximum. It must in all cases be possible to replace the modified doors and bonnets by the original ones.
If the original vehicle is equipped with an engine bonnet or a rear lid which extends so far to the sides that it assumes the function of a mudguard at the same time, e.g. AUDI 80, the bonnet/lid may be cut out or possibly extended by the maximum of 100 mm in order to allow for an extension to accommodate the tyre-rim unit.

15.6 Sills and sill extensions
It is permitted to add bodywork extensions between the front and the rear mudguards (sills).
These extensions must be below the wheel hub centre and may, in projection from above, not protrude over the virtual line passing from the outermost point of the front mudguard to the outermost point of the rear mudguard.
It is permitted to connect these extensions with the underbody but they must not be below the underbody.
The shape of the extensions must not result in an aerodynamic advantage.
It is not permitted to attach wing profiles and/or gurneys.
For the purpose of the passage of the exhaust orifice, openings with a total surface of maximum 100 cm² each for a single-pipe tailpipe and of maximum 200 cm² for a dual-pipe tailpipe are permitted or may be created in the sills and the sill extensions.
Openings in the sill extensions for the sole purpose of ventilation are permitted, provided that this does not result in an aerodynamic advantage.

15.7 Mudguards
Material and design of the mudguards are free. The design of the wheel openings – not their dimensions – must however remain original. As a consequence, mudguards and other bodywork parts must be separate components, as they are in series’ production.
The upper half of the wheel/tyre combination including wheel hub must be completely covered when viewed from the top (horizontal plane) and not be visible. This applies hence also for any kind of ventilation. For this purpose, the wheels must be arranged in a straight line. It is not permitted to attach flexible parts for the purpose of covering the wheels.
It is permitted to provide the mudguards with openings for cooling.
The dimensions of the mudguards are defined in Art. 251.2.5.7 of the Appendix J.
The interior of the mudguards is free (not the wheelhouse), mechanical components may be applied.
It is permitted to fold back sharp edged bodywork parts in the area of the wheel arch which might damage the tyres or other rotating parts.
It is permitted to partly or completely replace plastic parts in the wheel houses by other parts of the same design. It is permitted to partly or completely close original wheel arch openings provided that the original wheel arch contour and the basic design remains original.
It is permitted to apply a maximum 180cm² large aperture for cooling air or intake air in each rear mudguard of cars with rear engines. This aperture may also be attached as air scoop. The air channel may pass through the interior mudguard.

15.8 Wheel house/inner wing panel
It is permitted to locally modify the outer part of the wheel arch/inner wing panel in order to accommodate the eligible wheel-tyre combination. These modifications must be limited to the minimum necessary.
Furthermore, wheel arches/inner wing panels supplied by the car manufacturers or their sports department are authorised, on condition that the minimum of four bodyworks in this configuration have been produced ex factory. A Motor Vehicle Construction and Use Regulations admission is not relevant for this purpose. The competitor must establish proof in cases of doubt.
The installation of an opening in the wheel arches with a maximum diameter of 100 mm to accommodate the stabiliser is allowed.

15.9 It is permitted to remove unused supports and covers which do not have any influence on the bodywork rigidity on the complete bodywork (interior and exterior). Only those supports which are exclusively screwed may be completely removed.

15.10 Reinforcement of cross and longitudinal struts
It is permitted to install cross struts between identical right and left axle pivot points on the upper, lower, front and rear side in compliance with drawing 1 but they must be removable and be screwed to the mounting points of the suspension or in its vicinity. On the upper side, three bores may in addition be applied on each side.
For vehicles with front engines, one removable longitudinal strut per side is permitted to support/reinforce the chassis in the area of the front engine bearing and wheel suspension. It is permitted to apply 3 bores per side for the attachment.
In lateral view, the front end of the longitudinal reinforcement must not be located outside the contour of the front wheel.

16. Glass surfaces and materials

16.1 The use of safety glass is compulsory. For the interpretation of these Regulations, safety glass is considered to be hardened or mineral glass with a national certificate and figures (wave line followed by a D and a figure) or an ECE certification (i.e. 43 RE1...figure) and hardened plastic windows similar to glass and correspondingly marked. They must in all cases be transparent.
The original surfaces of the side windows must be retained. (Exception: see Article 15.2 Fixation of the rear wing). Sliding windows are permitted. The fixation of the windows and the operating mechanism of the side windows are free. It is permitted to install ventilation systems into the front and rear side windows for better ventilation.
For the purpose of better cockpit ventilation it is permitted to apply openings in the rear window with a total surface of no more than 300 cm². All the side windows made of hard glass must be provided with a safety foil in accordance with the DMSB Prescriptions (see DMSB Yearbook, blue part). This safety foil on the driver’s and co-driver’s side must be transparent/colourless. Only at the rear side windows may the foil also be tinted.
The material of non original side and rear windows, e.g. made of polycarbonate, must have a minimum thickness of 3 mm.
The windscreen must be made of laminated glass. Alternatively, a windscreen made of polycarbonate at least 5mm thick is permitted. It is permitted to provide the exterior windscreen surface with a transparent safety foil (not tinted). A marking of this foil is not required.
All the glass surfaces must be in perfect condition at any time during the event. The presentation at scrutineering is compulsory.

17. Safety prescriptions

17.1 A rollover structure is compulsory. It must comply with Article 253.8 of the Appendix J 2002 or of the actual Appendix J to the ISC.
17.2 Non-return valve
An FIA approved non-return valve in the filler pipe of the fuel tank is compulsory for all cars in which the filler pipe is totally or partly situated inside the cockpit.
The installation of an FIA approved non-return valve in the filler pipe of the fuel tank is also compulsory in cases where the clear distance between the filler opening on the bodywork side and the fuel tank is greater than 350 mm.
The fuel ventilation(s) must be provided with non-return valve(s) which is designed in accordance with the principle of the standard filler openings.
17.3 Bulkhead
Between the fuel tank and the passenger cell as well as between the fuel filter/pumps, other fluid tanks and the passenger cell, a fire-blocking separation must be installed.
Note: The connection plate of an FT safety tank is also a part of the tank and must hence be separated by a separation or a box.

18. Questions / Clarifications of the Supplementary Regulations

Possible questions or unclear interpretations of the Supplementary Regulations including Appendices must be submitted in writing to the following email address: silvia.berthold@nrh.adac.de
Drawings

Drawing Nr. 1

Drawing Nr. 2

3-schichtige Kohlefaser 280 g

3-schichtige Kohlefaser 280 g
Aluminium Wabenkern

Kohlefaser 4/4 twin 280 gms E620
Aluminium Wabenkern 23 mm 1/8" cel 4.5 oder 6.35

Drawing Nr. 3

Drawing Nr. 4
Drawing Nr. 5

\[ X = \text{max. forward position} \]
Of FT-3, FT3.5 or FT-5 tank incl. box

Drawing Nr. 6

tank filler

2 flexible tubes

foam

tank

Drawing Nr. 7

min 30°

Drawing Nr. 8

Coca-Cola-Kurve

\[ \text{zu Start und Ziel} \]

Anlage 16

Einschränkungszone "Coca-Cola-Kurve"

Aufbau: "... Wenn während des Treibens die Zielaufbahn..."

\[ \text{zur nord} \]

\[ \text{schließen} \]
Drawing Nr. 9

Compulsory advertisement

Notes:

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Appendix 2 to the Supplementary Regulations

Technical Regulations for Class SP-X
As at: 21.10.2014

Art. 1. Eligible cars

As a principle, the Technical Regulations for Group 24h Special are applicable. This applies particularly to the safety requirements.

Individual cars not complying with one or several points of the eligibility criteria for Group 24h Special may be classified by the organiser in coordination with the DMSB in class SP-X upon individual application.

The aim of the class is to integrate various car concepts in the competition.

The organiser will take the final decision on the eligibility of individual cars in coordination with the DMSB.

Any applications for eligibility in class SP-X may be refused without having to give reasons.

In order to be possibly classified in class SP-X, a comprehensive documentation including all the information and parameter required by the organiser must previously be submitted.

All applications must be submitted in writing until 3 months at the latest before the scheduled first participation in the 24h Race or in the VLN. This is the latest date at which the organiser must have received the documents. Any late applications may only be administrated in exceptional cases.

For each application and car to be eligible in class SP-X and/or for the preparation of a data specification sheet, an administration fee in accordance with the following guidelines will become due:

- Preparation of a data specification sheet for a car with national / international homologation or technical regulations of the corresponding vehicle group: 500 euro (net amount)
- Preparation of a complete vehicle documentation in compliance with the organiser’s conditions: 3000 euro (net amount)

The DMSB-approval fee is 125,00 Euro (netto).

Furthermore, a DMSB car pass for the group 24h-Special is required.

A refund of the administration fee after submission of the application is not possible.

The basis for the classification of cars in class SP-X is a vehicle specific data sheet approved by the organiser and the DMSB in which all the necessary classification parameters and deviations from the technical provisions of the Group 24h-Special documents. The details of the data sheet are binding for the vehicle in question.

Art. 2.0

In addition, the following provisions apply:

The General Sporting and Technical Regulations, see Chapters 1 and 2 of these Supplementary Regulations, are equally applicable for class SP-X.
Appendix 3 to the Supplementary Regulations

Technical Prescriptions for class SP 9 (FIA-GT3)
As at: 21.10.2014

Art. 1. Eligible cars

Art. 1.1
The final decision on the eligibility of cars shall be taken by the organiser.

Art. 1.2
All vehicles must in general comply with the technical regulations of article 257A in the Appendix J of the ISC and the relevant homologation form.

The following is furthermore applicable:
All modifications to the FIA GT3 Homologation applied during the season are simultaneously applicable for the present Regulations. Participants must ensure that their cars comply with the FIA Technical and Safety Regulations throughout the official tests as well as throughout the practice sessions and races. Furthermore, all mandatory labelling as specified in these Regulations must correctly appear at the compulsory positions. Upon individual application, the organiser may admit cars with a national GT3 homologation in co-ordination with the Technical Commission.

Art. 1.3 Air Restrictors
All cars of class SP9 (FIA GT3) must be fitted with an air restrictor (restrictor/s).
The induction system and the configuration of the induction air travel must in general be homologated by the car manufacturer.
Vehicles of a manufacturer will only be admitted if corresponding test bench runs have been carried out in the presence of representatives of the Technical Commission.
For this purpose, the engines must be fitted with air restrictors which limit the maximum performance and/or the maximum torque to the one defined by the organiser. Furthermore, the maximum performance (without air restriction) must also be established.
In addition, each manufacturer must ensure the availability of air restrictors which reduce the maximum performance defined by the organiser in steps of 3 and 5 percent and increase it by 3 percent.
The organiser reserves the right to check the engine power of single cars at any time at the reference test benches for the event.

Art. 1.4 Homologation extension / data sheets
The organiser reserves the right to adjust the following parameters of the “Balance of Performance” at any time during the event (until the start of the race):
- Weight
- Engine performance (air restrictor and rev limiter)
- Rear wing, aerodynamics
- Maximum permitted fuel capacity and fuel flow rate restrictor.
The organiser may for example approve the installation of safety related components and of those suitable for endurance racing to be used at the Nürburgring Nordschleife upon detailed individual application submitted by the holder of the homologation or by an authorised representative. A handling fee of 3,570 Euro (19% VAT included) will be charged for any such application. The administration and handling time is four weeks. Any applications for homologation extensions referring to components suitable for endurance racing to be used at the 24h Race 2015 must be submitted in writing and arrive at the organiser’s headquarters on 20 April 2015 at the latest. Any applications received by the organiser after that deadline will only be handled in exceptional cases and generally upon payment of an increased fee.

Art. 1.5
Homologation extensions valid for the participation at the Nürburgring Nordschleife will be recorded by the organiser in co-ordination with the DMSB on data sheets which form a supplement to the corresponding FIA-GT3 homologation. All cars of a manufacturer must totally comply with the homologation and all homologation extensions.
The following components may be homologated upon an individual application, without having to state the reasons:
- ABS system
- Steel brake system suitable for endurance racing
- One gearbox ratio
- A tank extension, if necessary, (the required modifications must be previously clarified with the organiser)
- Increase of the spring travel.
All applications must clearly indicate the extend of the modifications / components in an adequate manner according to the car homologation sample and be provided to the organiser in form of an open word file. A file size of 300 kB must not be exceeded for any single picture.
The organiser reserves the right to refuse any incomplete applications and/or to request additional information.
The data sheets in form of a supplement to the FIA-GT3 homologation will be issued by the organiser upon written application. The request for the data sheets which must be submitted in writing must include information on the vehicle type, the homologation number and the vehicle group.
A nominal fee of 25 Euro will be charged for each data sheet. This fee must be paid in advance.

Art. 1.6
It is the participant’s responsibility to ensure that his car complies with the FIA-GT3 homologation and the data sheet for the model concerned at all times during the event.

Exception are the components specified in Article 1.8.

Art. 1.7 Free components

- Tyres – tyre manufacturers and tyre dimensions are free. Rims must comply with the FIA homologation and the wheel/tyre combination must not exceed the following dimensions: Width 14”; diameter 28”.
- Driving height (a new homologation will be issued for parts which are homologated in relation to the driving height, if applicable)
- Suspension springs and dampers are free.
- Lighting – it is permitted to modify the front bumper spoiler to accommodate additional headlamps, provided that the modification does not result in an aerodynamic advantage. The number of headlamps is limited to six. The start number lighting is free and does not require a homologation. In addition, the start number lighting must be coupled to the dimmed headlights. The installation of an additional button to switch the additional headlamps on or off is free.
- Fuel level indicator fuel tank – The use of a system to indicate the fuel level in the fuel tank/s is free. It is permitted to add an instrument to indicate the fuel level or a warning lamp to the dashboard.
- Exhaust system from exhaust manifold

   The following is applicable for all exhaust systems which do not comply with the FIA-GT3 homologation for the specific car:
   - The weight may be maximum 5% below the FIA homologated exhaust system.
   - The number of tail-pipes must comply with the FIA-GT3 homologation for the specific car.
   - The position of the exhaust system orifice must comply with the FIA-GT3 homologation for the specific car.
   - An FIA homologated catalytic unit in compliance with Art. 3.2 General Technical Prescriptions must be installed. It is permitted to retrofit this unit from the exhaust manifold at any position in the exhaust system. The catalytic unit must comply with the DMSB homologation regulations.

Art. 1.8
(See Article 1.8 in Chapter II General Technical Prescriptions).
The data logger described in the Appendix 7 must be used in all cars to collect the data.

Art. 1.9
Refuelling procedure in accordance with Chapter 1 „Sporting Regulations“, Article 19.1 ff.
Furthermore, the fuel tank capacity must be adjusted to the specifications in the Appendix 5/BOP. Manufacturers requiring a fuel tank extension may submit an application for homologation to the organiser. Additional tanks and/or tank extensions, if applicable, and the associated installation works must be approved by the organiser. Solely safety tanks of specification FT3, FT3.5 or FT5 shall be eligible.

Art. 2.0
The general sporting and technical regulations, see Chapters 1 and 2 of these Regulations, are also applicable for class SP9 (FIA-GT3): A homologation for the door nets, filler neck and ADAC tank pilot is not required.

Art. 3.0 Balance of Performance (BoP)

The organiser has the right to modify performance relevant parameter for specific car models or also for individual cars in SP9(FIA-GT3).

The following parameter may amongst others be adjusted:

- Vehicle minimum weight
- Air restrictor
- Boost pressure limitation
- Maximum permitted fuel capacity
- Fuel flow rates (ADAC Tank pilot)
- Aerodynamic devices

The organiser will provide information on the current BoP classification of the relevant classes and of individual vehicles. For this purpose, an official BoP list will be published before the event.
Appendix 4 to the Supplementary Regulations

Technical Regulations for class SP 10 (SRO-GT4)  
As at: 21.10.2014

Art. 1. Eligible cars

Art. 1.1 The final decision on the eligibility of cars shall be taken by the organiser.

Art. 1.2 All vehicles must in general comply with the technical regulations for group GT4 of the SRO and the relevant homologation form.

The following is furthermore applicable:

To be eligible, a car must have an SRO-GT4 homologation. All modifications to the SRO GT4 homologation or in the balance of performance classification applied during the season are simultaneously applicable for these Regulations. Participants must ensure that their cars comply with the Technical and Safety Regulations for SRO group GT4 throughout the official tests as well as throughout the practice sessions and races. In addition, all the labelling prescribed in the present Regulations must correctly appear at the compulsory positions.

To be eligible, the cars must have passed the SRO Balance of Performance of the current year.

Furthermore, cars homologated in SRO GT4 but which have not passed the Balance of Performance of the current year due to a model change or model update by the manufacturer are eligible.

These cars must in general comply with the Technical Regulations for SRO group GT4, the concerning homologation form and the current update of the SRO Balance of Performance classification.

In addition, the organiser has the right to admit cars to the start for which the homologation process or classification by SRO is not yet completed before the event and to integrate those into the competition. The corresponding homologation form will be provided and approved by the organiser.

In this case, the classification will be made by the organiser.

Art. 1.3 The organiser reserves the right to adjust the following parameters in terms of the “Balance of Performance” at any time during the event (until the start of the race):

- Weight
- Engine performance (air restrictor and rev limiter)
- Fuel capacity and fuel flow rate restrictor.

Each participant must provide evidence on an engine performance test until 2 weeks before the beginning of the event (for VLN events until 10 working days before the day the car is used for the first time). This engine performance test must be carried out on the reference testing device of the event. Apart from further parameters, the engine performance thus established provides the basis for the organiser to classify the corresponding vehicle type in terms of the Balance of Performance.

The reference testing device for all cars of class SP10 is the roller type test stand of the company Boemanns Motorsport, Gewerbegebiet Südschleife, 53520 Müllenbach.

Art. 1.4 Homologation extension / data sheets

The organiser may approve the installation of safety related components and of those suitable for endurance racing to be used at the Nürburgring Nordschleife upon detailed individual application submitted by the holder of the homologation or by an authorised representative. A handling fee of 3.570 Euro (incl. 19 % VAT) will be charged for any such application. The administration and handling time is four weeks. Any applications for homologation extensions referring to components suitable for endurance racing to be used at the 24h Race 2015 must be submitted in writing and arrive at the organiser’s headquarters on 20 April 2015 at the latest. Any applications arriving at the organiser after the 20 April 2015 will only be handled in exceptional cases and generally upon payment of an increased fee.

The following components may be homologated upon an individual application, without having to state the reasons:

- ABS system
- Steel brake system suitable for endurance racing
- One gearbox ratio
- A tank extension, if necessary, (the required modifications must be previously clarified with the organiser)
- Exhaust silencers (noise control prescriptions must be respected, see Chapter 2 “General Technical Prescriptions”, Article 3.1 and following).

All applications must clearly indicate the extend of the modifications / components in an adequate manner according to the car homologation sample and be provided to the organiser in form of an open word file. A file size of 300 kB must not be exceeded for any single picture.

The organiser reserves the right to refuse any incomplete applications and/or to request additional information. Homologation extensions valid for the participation at the Nürburgring Nordschleife will be recorded by the organiser in co-ordination with the DMSB on data sheets which form a supplement to the corresponding SRO-GT4 homologation.
All cars of a manufacturer must totally comply with the homologation and all homologation extensions / data sheets – the tyre manufacturer and tyre dimensions are generally free. The rims must comply with the corresponding SRO homologation.

Approved data sheets in form of a supplement to the SRO-GT4 homologation will be issued by the organiser upon written application. The request for the data sheets which must be submitted in writing must include information on the vehicle type, the homologation number and the vehicle group. A nominal fee of 25 Euro will be charged for each data sheet. This fee must be paid in advance.

Art. 1.5
It is the participant’s responsibility to ensure that his car complies with the SRO-GT4 homologation and the data sheet for the model concerned at all times during the event.
There is generally no possibility for an optional use of components which form part of a homologation extension.

Excepted are:
- Tyres (tyre dimensions must however be respected).
- Driving height (a new homologation will be issued for parts which are homologated in relation to the driving height, if applicable)
- Suspension springs and dampers.

Art. 1.6
(see Art. 1.8 in Chapter II General Technical Regulations).
A data acquisition using the data logger specified in the Appendix 7 must is compulsory for each vehicle.

Art. 1.7
Refuelling procedure in accordance with Chapter 1 „Sporting Regulations“, Article 19.1 ff.
For all cars with a minimum weight below 1250 kg the fuel tank capacity must be adjusted to the specifications in the Appendix 5.
For all cars with a minimum weight of 1250 kg the maximum fuel tank capacity is 100 litres.

Manufacturers requiring a fuel tank extension may submit an application for homologation to the organiser. Additional tanks and/or tank extensions, if applicable, and the associated installation works are eligible if approved by the organiser as a homologation extension upon application of the holder of the homologation. Solely safety tanks of specification FT3, FT3.5 or FT5 shall be eligible.

Art. 1.8
The general sporting and technical regulations, see Chapters 1 and 2 of these Regulations, are also applicable for class SP10 (SRO-GT4): A homologation for the door nets etc. is not required.

Art. 2. Balance of Performance (BoP)

The organiser has the right to modify performance relevant parameter for specific car models or also for individual cars in SP10(SRO-GT4).
The following parameter may amongst others be adjusted:
- Vehicle minimum weight
- Air restrictor
- Boost pressure limitation
- Maximum permitted fuel capacity

The organiser will provide information on the current BoP classification of the relevant classes and of individual vehicles. For this purpose, an official BoP list will be published before the event. Classifications of the SRO in relation to the Balance of Performance may furthermore be suspended or not adopted.
## Appendix 5 to the Supplementary Regulations - Classifications

### As at: 21.10.2014

**Normally aspirated engines: up to 3000 cm³**

<table>
<thead>
<tr>
<th>Classes:</th>
<th>over cm³</th>
<th>up to cm³</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP 3</td>
<td>over 1750</td>
<td>up to 2000</td>
</tr>
<tr>
<td>SP 4</td>
<td>over 2000</td>
<td>up to 2500</td>
</tr>
<tr>
<td>SP 5</td>
<td>over 2500</td>
<td>up to 3000</td>
</tr>
</tbody>
</table>

1.) Vehicle minimum weights, fuel volume, fuel, complete wheel width:

<table>
<thead>
<tr>
<th>Classes:</th>
<th>SP 3</th>
<th>SP 4</th>
<th>SP 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle minimum weight [ kg ]</td>
<td>1,020</td>
<td>1,060</td>
<td>1,100</td>
</tr>
<tr>
<td>Maximum allowable fuel volume (petrol) [ ltr ]</td>
<td>100</td>
<td>110</td>
<td>120</td>
</tr>
<tr>
<td>Max. width of the complete wheel [ inches ]</td>
<td>10</td>
<td>10.5</td>
<td>11.5</td>
</tr>
</tbody>
</table>

2.) Without air restrictor for the engine

**Turbo engines: up to 2600 cm³**

<table>
<thead>
<tr>
<th>Classes:</th>
<th>over cm³</th>
<th>up to cm³</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP 2 T</td>
<td>over 1350</td>
<td>up to 1500</td>
</tr>
<tr>
<td>SP 2 T</td>
<td>over 1500</td>
<td>up to 1600</td>
</tr>
<tr>
<td>SP 2 T</td>
<td>over 1600</td>
<td>up to 1750</td>
</tr>
<tr>
<td>SP 3 T</td>
<td>over 1750</td>
<td>up to 2000</td>
</tr>
<tr>
<td>SP 4 T</td>
<td>over 2000</td>
<td>up to 2600</td>
</tr>
</tbody>
</table>

1.) Vehicle minimum weights, fuel volume, fuel, complete wheel width:

<table>
<thead>
<tr>
<th>Classes:</th>
<th>Power unit</th>
<th>SP 2 T</th>
<th>SP 2 T</th>
<th>SP 3 T</th>
<th>SP 3 T</th>
<th>SP 4 T</th>
<th>SP 4 T</th>
</tr>
</thead>
<tbody>
<tr>
<td>cc</td>
<td>Front / Rear</td>
<td>up to 1600</td>
<td>up to 1750</td>
<td>up to 2000</td>
<td>up to 2000</td>
<td>up to 2600</td>
<td>up to 2600</td>
</tr>
<tr>
<td>Vehicle minimum weights [ kg ]</td>
<td>1000</td>
<td>1080</td>
<td>1170</td>
<td>1250</td>
<td>1170</td>
<td>1250</td>
<td></td>
</tr>
<tr>
<td>Vehicle minimum weights [ kg ]</td>
<td>1050</td>
<td>1130</td>
<td>1220</td>
<td>1300</td>
<td>1220</td>
<td>1300</td>
<td></td>
</tr>
<tr>
<td>Maximum permitted fuel volume (petrol) [ ltr ]</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>110</td>
<td>110</td>
<td>110</td>
<td></td>
</tr>
<tr>
<td>Max. width of the complete wheel [ inches ]</td>
<td>10.5</td>
<td>11</td>
<td>11</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Air restrictors diameter (mm)</td>
<td>35</td>
<td>36</td>
<td>38</td>
<td>40</td>
<td>39</td>
<td>41</td>
<td></td>
</tr>
<tr>
<td>Boost pressure (maximum) (mbar)</td>
<td>2400</td>
<td>2400</td>
<td>2400</td>
<td>2500</td>
<td>2400</td>
<td>2500</td>
<td></td>
</tr>
<tr>
<td>Maximum performance for approval as a car with close-to-production-engine (PS)</td>
<td>300</td>
<td>320</td>
<td>348</td>
<td>383</td>
<td>378</td>
<td>410</td>
<td></td>
</tr>
<tr>
<td>Boost pressure for approval as a car with close-to-production-engine</td>
<td>free</td>
<td>free</td>
<td>free</td>
<td>free</td>
<td>free</td>
<td>free</td>
<td></td>
</tr>
</tbody>
</table>

**Clarification:**
The maximum boost pressure defined in the table is not applicable for vehicles with an approval as close-to-production engine. The boost pressure is generally free for vehicles classified as a vehicle with close-to-production engine. The boost pressure may, however, be individually restricted as a consequence of the handicap regulations.
Naturally aspirated engines: over 3000 cm³ with recognition close-to-production engine

Turbo engines: over 2600 cm³ up to 4000 cm³ with recognition close-to-production engine

<table>
<thead>
<tr>
<th>Classes:</th>
<th>over cm³</th>
<th>up to cm³</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP 6</td>
<td>over 3000</td>
<td>up to 3500</td>
</tr>
<tr>
<td>SP 7</td>
<td>over 3500</td>
<td>up to 4000</td>
</tr>
<tr>
<td>SP 8</td>
<td>over 4000</td>
<td></td>
</tr>
<tr>
<td>SP 8T</td>
<td>over 2600</td>
<td>up to 4000</td>
</tr>
</tbody>
</table>

Admission of cars weighing more than 1400 kg only upon application.

1.) Maximum permitted fuel volume [ltr]

<table>
<thead>
<tr>
<th>Weight [kg] minimum</th>
<th>1200</th>
<th>1250</th>
<th>1300</th>
<th>1350</th>
<th>1400</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum permitted fuel volume (petrol) [ltr]</td>
<td>90</td>
<td>100</td>
<td>110</td>
<td>120</td>
<td>120</td>
</tr>
</tbody>
</table>

2.) Complete wheel width

<table>
<thead>
<tr>
<th>Classes:</th>
<th>SP 6</th>
<th>SP 7</th>
<th>SP 8</th>
<th>SP 8T</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. width of the complete wheel [inches]</td>
<td>14.0</td>
<td>14.0</td>
<td>14.0</td>
<td>14.0</td>
</tr>
</tbody>
</table>

The organiser reserves the right to define a maximum engine performance in accordance with the table below for cars with close-to-production engine and complying with Article 2 General Technical Regulations. The definition of the below values is based on maximum engine performance in relation to the car minimum weight.

Maximum performance for close-to-production engines (HP)

<table>
<thead>
<tr>
<th>Weight</th>
<th>1200 kg</th>
<th>1250 kg</th>
<th>1300 kg</th>
<th>1350 kg</th>
<th>1400 kg</th>
<th>&gt;1400 kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP6</td>
<td>441 HP</td>
<td>461 HP</td>
<td>490 HP</td>
<td>520 HP</td>
<td>548 HP</td>
<td>578 HP</td>
</tr>
<tr>
<td>SP7</td>
<td>441 HP</td>
<td>461 HP</td>
<td>490 HP</td>
<td>520 HP</td>
<td>548 HP</td>
<td>578 HP</td>
</tr>
<tr>
<td>SP8 / SP8T</td>
<td>441 HP</td>
<td>461 HP</td>
<td>490 HP</td>
<td>520 HP</td>
<td>548 HP</td>
<td>578 HP</td>
</tr>
</tbody>
</table>

Naturally aspirated engines: over 3000 cm³

<table>
<thead>
<tr>
<th>Classes:</th>
<th>over cm³</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-PRO</td>
<td>over 3000</td>
</tr>
</tbody>
</table>

Admission of cars weighing more than 1400 kg only upon application.

1.) Air restrictors for the engine subject to vehicle weights, 3 valves and more per cylinder before BoP applied by the organiser

<table>
<thead>
<tr>
<th>Weight [Kg] minimum</th>
<th>1200</th>
<th>1250</th>
<th>1300</th>
<th>1350</th>
<th>1400</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cubic capacity [cm³]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>up to 3250</td>
<td>41.0</td>
<td>42.3</td>
<td>43.8</td>
<td>45.3</td>
<td>46.9</td>
</tr>
<tr>
<td>up to 3500</td>
<td>40.7</td>
<td>42.0</td>
<td>43.5</td>
<td>45.0</td>
<td>46.6</td>
</tr>
<tr>
<td>up to 4000</td>
<td>40.5</td>
<td>41.7</td>
<td>43.1</td>
<td>44.7</td>
<td>46.2</td>
</tr>
<tr>
<td>up to 4500</td>
<td>40.2</td>
<td>41.5</td>
<td>42.9</td>
<td>44.5</td>
<td>46.0</td>
</tr>
<tr>
<td>up to 5000</td>
<td>40.0</td>
<td>41.3</td>
<td>42.7</td>
<td>44.2</td>
<td>45.8</td>
</tr>
<tr>
<td>up to 5500</td>
<td>39.8</td>
<td>41.1</td>
<td>42.5</td>
<td>44.0</td>
<td>45.5</td>
</tr>
<tr>
<td>up to 6000</td>
<td>39.6</td>
<td>40.9</td>
<td>42.3</td>
<td>43.8</td>
<td>45.3</td>
</tr>
<tr>
<td>over 6000</td>
<td>39.5</td>
<td>40.8</td>
<td>42.2</td>
<td>43.7</td>
<td>45.2</td>
</tr>
</tbody>
</table>
Weight [Kg] minimum | 1200 | 1250 | 1300 | 1350 | 1400  
---|---|---|---|---|---  
Cubic capacity [cm³] | 2 x diameter [mm]  
up to 3250 | 29.0 | 29.9 | 30.9 | 32.0 | 33.2  
up to 3500 | 28.8 | 29.7 | 30.7 | 31.8 | 32.9  
up to 4000 | 28.6 | 29.5 | 30.5 | 31.6 | 32.7  
up to 4500 | 28.4 | 29.3 | 30.3 | 31.4 | 32.5  
up to 5000 | 28.3 | 29.2 | 30.2 | 31.3 | 32.4  
up to 5500 | 28.1 | 29.0 | 30.0 | 31.1 | 32.2  
up to 6000 | 28.0 | 28.9 | 29.9 | 31.0 | 32.0  
over 6000 | 28.0 | 28.8 | 29.8 | 30.9 | 31.9  

2.) Restrictor sizes for rotary engines  
\[ D = ([D-1] \times 1.10) + 1 \]

3.) Maximum permitted fuel volume [ltr]  

| Weight [kg] minimum | 1200 | 1250 | 1300 | 1350 | 1400  
---|---|---|---|---|---  
Maximum permitted fuel volume (petrol) [ltr] | 90 | 100 | 110 | 120 | 120  

4.) Complete wheel width  

| Classes: | SP-PRO |  
---|---|  
Max. width of the complete wheel [inches] | 14.0 |  

Turbo engines: over 2600 cm³ up to maximum 4000 cm³  

| Classes: | over cm³ | up to cm³ |  
---|---|---|  
SP-PRO | 2600 | 4000 |  

 Admission of cars weighing more than 1400 kg only upon application.

1.) Air restrictors for the engine subject to vehicle weights before BoP applied by the organiser  

Turbo engines:  

| Weight [kg] minimum | 1200 | 1250 | 1300 | 1350 | 1400  
---|---|---|---|---|---  
2 x restrictor [mm] | 28.9 | 29.8 | 30.5 | 31.6 | 32.7  
1 x restrictor [mm] | 40.9 | 42.1 | 43.1 | 44.7 | 46.3  

2.) Boost pressure and cubic capacity  

| Cubic capacity [cm³] | over 2600 | over 3000 | over 3300 | over 3600  
---|---|---|---|---  
Boost pressure [mbar] | 2700 | 2300 | 2000 | 1800 |  

3.) Maximum permitted fuel volume [ltr]  

| Weight [kg] minimum | 1200 | 1250 | 1300 | 1350 | 1400  
---|---|---|---|---|---  
Maximum permitted fuel volume (petrol) [ltr] | 90 | 100 | 110 | 120 | 120  

4.) Complete wheel dimensions  

| Classes: | SP-PRO |  
---|---|  
Max. width of the complete wheel [inches] | 14.0 |
**Class: SP9 (FIA GT3)**

1.) **Vehicle weight:**
Vehicles compete with homologated weight + additional weight (FIA Balance of Performance)

   = event weight / before BoP applied by the organiser

2.) **Air restrictors for engines**
See Appendix 3, Technical Regulations for class SP9 (FIA-GT3), Art. 1.2.

3.) **Rev limiter**
The rev limiters prescribed by the FIA will be applied.

4.) **Maximum permitted fuel volume, Fuel [ltr]**

<table>
<thead>
<tr>
<th>Weight [kg] minimum</th>
<th>900</th>
<th>950</th>
<th>1000</th>
<th>1050</th>
<th>1100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum permitted fuel volume (petrol) [ltr]</td>
<td>55</td>
<td>58</td>
<td>62</td>
<td>68</td>
<td>74</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Weight [kg] minimum</th>
<th>1150</th>
<th>1200</th>
<th>1250</th>
<th>1300</th>
<th>1350</th>
<th>&gt;1350</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum permitted fuel volume (petrol) [ltr]</td>
<td>82</td>
<td>90</td>
<td>100</td>
<td>110</td>
<td>120</td>
<td>120</td>
</tr>
</tbody>
</table>

5.) **Complete wheel dimensions**
The complete wheel dimensions prescribed by the FIA will be applied.

**Class: SP10 (SRO GT4)**

1.) **Vehicle weight:**
Vehicles compete with homologated weight + additional weight (SRO Balance of Performance)

   = event weight / before BoP applied by the organiser

2.) **Air restrictors for engines**
The air restrictor dimensions prescribed by the SRO will be applied.

3.) **Rev limiter**
The rev limiters prescribed by the SRO for the cars will be applied.

4.) **Fuel volume**
For cars with a minimum weight below 1250 kg, the fuel tank capacities must be adjusted as indicated in the Appendix 5.
For cars with a minimum weight from 1250 kg, the maximum permitted fuel tank capacity is 100 litres.
Tanks must comply with the GT4 homologation. Upon application of the homologation owner /Technical Form owner, a tank extension of up to the maximum capacity of 100 litres is possible. A safety tank complying with the FIA prescriptions is compulsory.

5.) **Complete wheel dimensions**
The complete wheel dimensions prescribed by the SRO for the cars will be applied.
Appendix 6 to the Supplementary Regulations - ADAC TANK PILOT

1. Tank pilot system technical information

The ADAC tank pilot system adjusts the fuel rate onto a pre-determined time/volume ratio.

The tank pilot system consists basically of the following components and is available from Sobek – Mattern GmbH & Co KG, together with installation instructions, stating the fuel tank capacity as specified in the Appendix 5 of the Technical Prescriptions:

Note: Receivers with part number Z-T 9002 0030 (old) and probes with part number Z-T 9002 0040 (old) may no longer be used. From 2015, only receivers and probes with the new part numbers may be used.

- Tank pilot
The tank pilot is available with a 0°, 45° or 90° connector. Alternative angular connectors can be supplied by Sobek – Mattern GmbH upon extra charge.

- Receiver Z-T 9003 0041 (new)
The receiver must be mounted to the car and serves as calibration key support. The marking is situated on the outer flange.

- Probe Z-T 9003 0040 (new)
The probe is attached to the refuelling bottle and does not have a flow limitation.

- Calibration sleeve S-T 9003 0XXX (XXX = depending on fuel tank capacity and bottle angle)
  Was previously included in the article number of the receiver.

- Set tank ventilation (2 pieces) TVBE
  Z-V 9009 0006, inlet-10 male, outlet 20 mm hose nipple (was previously the Z-V 9009 0104)
  Z-V 9009 0101, inlet-10 male, outlet-10 male
  Z-V 9009 0102, inlet-20 mm hose nipple, outlet 20 mm hose nipple
  Z-V 9009 0106, inlet-10 male, outlet -12 male
  Z-V 9009 0107, inlet 12 male, outlet -12 male
  Z-V 9009 0108, inlet fastening flange, outlet -12 male

The tank vent valves keep the atmospheric pressure in the tank neutral in order to ensure a best possible refuelling. Number, position, diameter and length of the vent pipes between fuel tank and the vent valves are free. Length and diameter of the pipes leading off the vent valves are free.

2.0 Vehicles which must use the tank pilot
Cars of SP-PRO, SP9, SP-X must always use the ADAC tank pilot system for refuelling.
**Exception:**
For cars of classes SP6 to SP8, SP8T, as well as for cars of classes SP-X, with approval as cars with close-to-production engines, refuelling through the ADAC tank pilot system is not compulsory, unless otherwise classified.

2.1
Only the tank pilot system approved by the organiser and supplied by Sobek-Mattern GmbH & Co KG may be used for the refuelling of vehicles which must use the tank pilot.
Any additional openings or filler necks serving for the filling of the fuel tank are not admitted and must be closed.
Any manipulation of the tank pilot system is prohibited.
Only the connectors approved by the manufacturer (Sobek-Mattern GmbH & Co KG) may be used between the tank pilot and the tank pilot probe.
The tank pilot probe must be directly connected to the tank pilot receiver – any connecting pieces or adapters are not admitted.
All components which are part of the tank pilot system, such as tank pilot, probe, receiver, etc., may be checked by the scrutineers.

2.2 Operation
The following is applicable for the operation of the tank pilot during a pit stop:

A: During the refuelling procedure, the tank pilot must not be connected with any supports or stands.
No part of the tank pilot must touch the ground during the refuelling procedure.

B: The tank pilot must always be filled from the fuel pumps / fuel pump nozzle of the Nürburgring Betriebsgesellschaft mbH.

Any filling of the tank pilot before the connection to the receiver on the car or after the disconnection from the receiver on the car is prohibited.

**Clarification:** It is accepted that small quantities (maximum 2 litres), which result from the refuelling for the race start, remain in the tank pilot before the first refuelling during the race.
For all refuelling procedures, the refuelling through the fuel pump nozzles may not begin before the tank pilot is connected to the car and it must be completed as soon as the tank pilot is disconnected from the receiver on the car.
Residual quantities may remain in the tank pilot after the refuelling procedure.
The fuel pump nozzle must always be completely inserted into the tank pilot. Any splashing or shaking of the tank pilot during the refuelling procedure is strictly prohibited.

C: Damaged or leaking components / systems must immediately be replaced. Amounts of dripping must immediately be collected using binding agent. All participants undertake to use the tank pilot system correctly. The participant alone shall be liable for any damages resulting from an incorrect use of the tank pilot system or from negligent behaviour during the pit stops or the refuel stops.

D: Immediately after the refuelling procedure, the tank pilots must be placed in the supports provided by the organiser. Residue quantities may remain in the tank pilot. It is strictly prohibited to store the tank pilot systems in the pits.

2.3
Compliance with the aforementioned prescriptions will be checked by the scrutineers. Any offence will result in a time penalty.
The Clerk of the Course may furthermore exclude from the event any participant failing to comply with the aforementioned prescriptions.

3.0
The organiser reserves the right to request a readjustment in co-operation with the company Sobek Mattern in the case of a deviating time/volume ratio.
Appendix 7 to the Supplementary Regulations - DATA-LOGGER

Mounting of the data logger AiM evo4

The data logger AiM evo4 must be mounted on the passenger’s side so that the connections point to the right side door and the memotec sticker upwards. The connections should be easily accessible.

The GPS antenna must be mounted to the vehicle roof so that there are no other GPS antennas within a perimeter of 0.5 m.

In order to replace the data stick (memory key) easily during a pit stop, it must be placed in the vicinity of the passenger’s door. It shall then be connected to the evo4 with this extension cable.
Electrical connection of the data logger AIM evo4

The logger has a 12V connecting cable that is equipped with a double-pole plug, type AMP Super Seal. The counter cable M22-12V is 2.0 m long, cross section 2 x 0.35 mm². The black cable shall be connected to ground, the red cable to 8 – 16 V DC behind the main switch, terminal 30, and be secured with 1A. It is permitted to shorten or extend this cable at discretion.

Data transfer from CAN-Bus

The 2 m long, two-core connecting cable with five-pole plug adaptor M22-CAN is required for the connection to the CAN-Bus. This cable may be shortened but not extended. The white cable shall be connected with CAN high, the light blue one with CAN low of the engine control system and the plug adaptor shall be attached to the connector ECU and be tightened by hand.
**Boost pressure through sensor**

Boost pressure is recorded through sensor M20Z911. Measuring range 3 bar abs. Resolution 0.0007 bar.

**Data storage**

The memory stick shall be fixed by means of Velcro® strip at an easily accessible position on the passenger’s side. Its position shall be at the upper rear corner of the door cutout on the passenger’s side.

**Source of supply:**

**memotec GmbH, Bauwaldstr.1, D-75031 Eppingen-Elsenz**

Phone: (+49) (0) 72 60 / 920 440, Fax: (+49) (0) 72 60 / 920 444

E-Mail: info@me-mo-tec.de

Business hours: Mo - Fr 9:30 – 13:00 and 14:00 – 18:30 hrs.
Antrag auf
Zulassung Gruppe 24h-Spezial mit seriennahen Motoren
Application
for admission in group 24h Special with close-to-production engines

24h-Technik@nrh.adac.de
Applications and attachments must be submitted in digital form!!!

1. Antragsteller/Applicant:

<table>
<thead>
<tr>
<th>Name, Vorname</th>
<th>Name, given name</th>
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<tbody>
<tr>
<td>Team / Bewerber</td>
<td>Team / Entrant</td>
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<tr>
<td>Wohnort</td>
<td>City</td>
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<tr>
<td>Strasse; Nr</td>
<td>Street, no.</td>
</tr>
<tr>
<td>Telefon</td>
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2. Fahrzeug:

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Typ</td>
<td>Type</td>
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<td>Vehicle ident no/ chassis no.</td>
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<td>Wagenpassnummer</td>
<td>Car pass number</td>
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<tr>
<td>Startnummer/Starting-No. (24h-Rennen oder/or VLN 2014 oder/or 2015)</td>
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<tr>
<td>Klasse / Class</td>
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<tr>
<td>Hubraum / Capacity [cm³]</td>
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<tr>
<td>Gewicht [kg] (nach Anlage 5)</td>
<td>Weight [kg] (according to Appendix 5)</td>
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<tr>
<td>Tankvolumen [ltr] (nach Anlage 5)</td>
<td>Tank capacity [ltr] (according to Appendix 5)</td>
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<td>Aufladung</td>
<td>Supercharging</td>
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<td>Drive</td>
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<tr>
<td>Motorleistung [kW]</td>
<td>Engine power [kW]</td>
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<td>Kraftstoffart</td>
<td>Fuels</td>
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</tbody>
</table>

| Ja / yes | Nein / no |
3. Bauteildokumentation / Component documentation:

3.1. Ersatz – bzw. Bauteilnummern des Originalteils / Spare part or component number of the original part

<table>
<thead>
<tr>
<th>Ansaugkrümmer</th>
<th>Inlet manifold</th>
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</thead>
<tbody>
<tr>
<td>Drosselklappengehäuse</td>
<td>Throttle valve housing</td>
</tr>
<tr>
<td>Abgaskrümmern</td>
<td>Outlet manifold</td>
</tr>
<tr>
<td>Turboladern</td>
<td>Turbocharger</td>
</tr>
</tbody>
</table>

3.2 Dimensionen / Dimensions

<table>
<thead>
<tr>
<th>Durchmesser Seriendrosselklappe [mm]</th>
<th>Diameter standard throttle valve [mm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serienladedruck absolut [mbar]</td>
<td>Standard boost pressure absolute [mbar]</td>
</tr>
</tbody>
</table>

4. Anlagen / Appendices

folgende Dokumentationen sind dem Antrag als PDF-Anhänge anzufügen
! Bilder bitte komprimieren – max 1 MB pro Foto!
The following documents must be attached to the application as pdf files
!Please compress photos – max 1 MB per photo

- Foto Seitenansicht des Fahrzeugs / Side view of the vehicle
- Foto Frontansicht des Fahrzeugs / Front view of the vehicle
- Foto Motorraum / Engine compartment
- Foto Detailansicht Drosselklappeneinheit / Detailed view throttle valve unit
- Foto Detailansicht Abgaskrümmer / Detailed view outlet manifold
- Foto Detailansicht Ansaugkrümmer / Detailed view inlet manifold
- Foto Detailansicht Turbolader (ggf.) / Detailed view turbocharger (if applicable)
- Auszug (Kopie) aus Ersatzteilkatalog des Fahrzeugherstellers bezüglich der unter 3.1 genannten Bauteile / Extract (copy) from spare part catalogue of the vehicle manufacturer regarding the components specified under point 3.1.

The complete Appendix 8 as well as the admission confirmation must imperatively be submitted at scrutineering before the event!
PLEASE INDICATE DIMENSIONS

**COMPRESSOR WHEEL**

- A" = ____________ mm
- "B" = ____________ mm
- "C" = ____________ mm
- "D" = ____________ mm
- "E" = ____________ mm

TOTAL NUMBER OF BLADES _____
NUMBER OF UPPER BLADES _____
NUMBER OF RECESSED BLADES _____

**TURBINE WHEEL**

- "A" = ____________ mm
- "B" = ____________ mm
- "C" = ____________ mm
- "D" = ____________ mm
- "E" = ____________ mm

TOTAL NUMBER OF BLADES _____

It is compulsory to present the complete Appendix 8 as well as the letter of admission at Scrutineering!
ADAC EIFELRUNDFAHRT
Oldtimerwandern mit historischen Automobilen
Präsentiert von: TÜV Rheinland

27. BIS 30. AUGUST 2015

Oldtimerwandern rund um die älteste Stadt Deutschlands
6. & 7. JUNI 2015
WALDKURS BIELSTEIN

www.mxmasters-bielstein.de

MOTOCROSS
ADAC MX MASTERS 2015

Unsere Partner: