



Bulletin No. 1 of 18th March 2019 to the Supplementary Regulations ADAC TOTAL 24h-Rennen 2019

Approved by the DMSB with visa no. 01/2019 of 05.12.2018

The following changes and additions are applicable with immediate effect

(Changes/additions are shown in *italics*)

Chapter I Sporting Regulations

Art. 6 Organisation

6.2. Sporting Organisation is completed as follows

“...
Deputy Chief Safety Officers:
Franz Mönch, Bergheim
Andreas Mühlenbernd, Herresbach
Kai Hantel, Remagen
...”

6.4. Scrutineers is completed as follows

“Chief Scrutineer:
Wolf von Barby, Köln

Deputy Chief Scrutineer
tba by Bulletin

Scrutineers of the ADAC Nordrhein e.V.
Klaus von Barby, Köln
Dr. Axel Bieling, Mönchengladbach
Norman Fischer, Langerwehe
Herbert Fussen, Bad Münterleifel
Rolf Guhlemann, Bad Münterleifel
Marco Gleich, Ludwigsburg
René Guthé, Hilden
Erwin Jüdit, Hagen
Wolfgang Lohoff, Oberzissen
Karl-Ludwig Rusczyński, Alsdorf ..

Art. 15 Scrutineering / Technical Checks

Art. 15.10 Tyre documentation, recording of the used dry tyre specifications by the corresponding teams is completed as follows

“...
The following provisions apply moreover for the 24h Race:

As a principle, only tyres specifications which have demonstrably been used in the combination tyre manufacturer, vehicle model and axis during VLN-1 2019 or VLN-2 2019 or VLN-3 2019 or the Qualifikationsrennen 2019 are authorised.

A tyre specification can only be authorised if, the aforementioned participations have taken place in dry conditions, the tyres specifications have been used over at least 2 successive timed laps and if at that time the car has been driven by a driver of FIA category Gold or Platinum. In case of doubt, it is the responsibility of the team to provide evidence.

For classes SP 9 (FIA-GT3), SP-Pro and SP-X, the “DMSB Sample Tyre Procedure” must be respected for the 24h Race. In 2019, the maximum of 3 different specifications for each car model and axis of the determined tyre brand may be used hereby for the 24h Race.

Chapter II General Technical Regulations

Art. 4 Special technical regulations and safety prescriptions for all cars

Art. 4.17 Special installations is completed as follows

“Provided that an approval / release by the DMSB and the organiser as well as a DMSB Technical Passport with corresponding registration can be provided, the following conversion kit may be used for drivers with disabilities:

„Manual control of accelerator and brake pedals “

The DMSB Technical Passport including all approvals must be submitted at scrutineering. It is to be noted that this approval is related to the driver and that the approved components may only be used in combination of the entry of the corresponding driver on the corresponding car and in the corresponding event.”

Appendix 1 to the Supplementary Regulations Technical Regulations for Group 24h Special

Art. 15 Bodywork

Art. 15.3 3 Floor Assembly – Bumpers – Rear Diffusor is completed as follows

“...
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.

- *A local modification of the floor panel may be permitted in order to create free space for the driver seat. An individual and detailed request must be submitted to obtain any such permission.*
- *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...."*

Appendix 4 to the Supplementary Regulations Technical Regulations for Class SP 10 (SRO-GT4)

Art. 1.5 is changed as follows

"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:~~

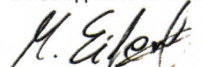

~~Driving height – (a new homologation will be issued for parts which are homologated in relation to the driving height, if applicable)~~

~~Suspension springs and dampers.~~

Cologne, 18th March 2019

Walter Hornung
Clerk of the Course

DMSB approved on 18.03.2019

Mischa Eifer
Coordination Automobile Sport