

## 48. ADAC TOTAL 24h-Rennen 2020

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### Bulletin No. 1 of 22.04.2020 to the approved Supplementary Regulations ADAC TOTAL 24h-Rennen 2020

#### DMSB-Reg.-No. RUND 11553/20 with date of 25.11.2019

The following changes and addition apply with immediate effect

(Changes/ additions are shown in *italics*)

#### Chapter I Sporting Regulations

##### Art. 1 Event

###### 1.1 Title of the Event - Date

48th ADAC TOTAL 24h Rennen

*24<sup>th</sup> to 27<sup>th</sup> September 2020*

##### Art. 3 Organiser

###### 3.3 Organiser – Race Office

*Until 17<sup>th</sup> September 2020 – Köln-Sülz, Luxemburger Straße 169*

*From 21<sup>st</sup> September 2020 – Nürburgring*

The contacts at the Nürburgring circuit will be published in the entry confirmation.

##### Art. 6 Organisation

###### Art. 6.2 Sporting organisation

Deputy Clerk of the Course is added as follows

*Andy Witkowski, St. Augustin*

Deputy Chief Safety Officer is added as follows

*Carsten Setzefand, Monheim*

##### 7. Timetable

Subject to changes!

###### 7.1 Entry Closing date at reduced fees

*Tuesday, 4<sup>th</sup> August 2020*, 18:00 hrs, received by the organiser, including entry fees!

###### 7.1.1 Entry Closing date

*Tuesday, 01<sup>st</sup> September 2020*, 18:00 hrs, received by the organiser, including entry fees and other fees!

###### 7.2 2 Check-In opening times

Monday *21<sup>st</sup> September 2020* 12:00 – 19:00 hrs

Tuesday *22<sup>nd</sup> September 2020* 08:00 – 15:00 hrs

### 7.3 Administrative checks

Tuesday 22<sup>nd</sup> September 2020 10:00 – 20:00 hrs  
Wednesday 23<sup>rd</sup> September 2020 08:00 – 21:00 hrs

#### 7.3.1 Scrutineering

Tuesday 22<sup>nd</sup> September 2020 11:00 – 20:00 hrs  
Wednesday 23<sup>rd</sup> September 2020 08:00 – 21:00 hrs

### 7.4 Practice / Qualifying

Thursday 24<sup>th</sup> September 2020 acc. to schedule  
Friday 25<sup>th</sup> September 2020 acc. to schedule

### 7.5 Publication of qualifying results and start list

Saturday 26<sup>th</sup> September 2020

### 7.6 Start time 24h Race

Saturday 26<sup>th</sup> September 2020 15:30 hrs

### 7.7 Finish 24h Race

Sunday 27<sup>th</sup> September 2020 15:30 hrs

### 7.8 Publication of results

Sunday 27<sup>th</sup> September 2020 approx. 16:30 hrs

### 7.9 Prizegiving

Sunday 27<sup>th</sup> September 2020 approx. 18:00 hrs

## Art. 9. Entry Closing Date /Online-Entry forms and confirmation

### 9.1 Entry Closing Date

First entry closing date is **Tuesday, 4<sup>th</sup> August 2020**, 18:00hrs (at reduced fees, see Art. 10.1.2).

Final entry closing date is **Tuesday, 1<sup>st</sup> September 2020**, 18:00hrs.

The organiser must have received the complete Online-entry form by these deadlines.

## Art. 10. Entry fees, other fees and charges

### 10.1 Single entry with organiser's advertising

#### 10.1.2

#### 10.1.2

The entry fees with 1<sup>st</sup> entry closing deadline (**4<sup>th</sup> August 2020**):

Description	Amount
Entry fee incl. 19 % VAT	5,416.50 Euro
Participation in insurance fee	700.00 Euro
<u>Prorated energy costs, incl. 19% VAT</u>	<u>178.50 Euro</u>
<b>Total amount:</b>	<b>6,295.00 Euro</b>

Participants in the ADAC 24h Qualifikationsrennen 2020 will benefit from a discount of 300 Euro (19% VAT included) on the entry fees for the 24h Race 2020, provided that both entries have arrived at the organiser's office until the first entry closing date.

### 10.1.3

The entry fees for the 24h Race with final entry closing date (1<sup>st</sup> September 2020) are:

Description	Amount
Entry fee incl. 19 % VAT	6,066.50 Euro
Participation in insurance fee	700.00 Euro
Prorated energy costs, incl. 19% VAT	178.50 Euro
<b>Total amount:</b>	<b>6,945.00 Euro</b>

Participants in the ADAC 24h Qualifikationsrennen 2020 will benefit from a discount of 300 Euro (19% VAT included) on the entry fees for the 24h Race 2020.

## Art. 11. Vehicle and team passes

### 11.3

A service vehicle pass giving access to the paddocks will be issued on Saturday, 26<sup>th</sup> September 2020, 19:00hrs, at the Race Office. This pass is only valid for the parking area indicated by the organiser. The exact location will be communicated at the distribution of the passes. Each team will be provided with one single pass 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.

## 13. Eligible vehicles and division into classes

### 13.1.2

The organiser reserves the right to make the participation in one or two VLN races and the ADAC 24h Qualifikation Race before the 24h Race a condition for single cars.

Vehicles of class SP9 (FIA-GT3) (at least one vehicle per vehicle type for each manufacturer and tyre manufacturer) must in 2020 compete in 2 rounds of the Langstreckenmeisterschaft Nürburgring (VLN) and the ADAC 24h Qualifikation Race before the 24h-Rennen to be eligible to start the 24h-Rennen.

The driver line-up of the vehicles must be made up of at least 2 drivers of the FIA Category Gold or Platinum. The aforementioned condition does not apply for vehicles categorised by the organiser into the category "PRO-AM" (see Art. 9.5) for the 24h-Rennen. In this context, it is to be noted that the organiser cannot proceed to a categorisation into the category "PRO-AM" before the nomination of all the drivers for that specific car has been received.

Moreover, the organiser reserves the right to decide about granting of waivers.

## Art. 15. Scrutineering / technical checks

### 15.10 Tyre documentation, recording of the used dry tyre specifications by the corresponding teams

For vehicle classes for which commercially available tyres pursuant to the "DMSB List of Authorized Tyres Nürburgring Nordschleife" are not compulsory, i.e. classes SP-X, SP-Pro and SP9 (FIA-GT3) vehicles of the homologation years from 2010, the following DMSB prescriptions are mandatory for the ADAC 24h Race at the Nürburgring Nordschleife.

Only tyre specifications approved by the DMSB are authorised (5 specifications respectively per tyre manufacturer for each vehicle model and axis for the complete season 2020 (VLN, 24h-Qualifikationsrennen, 24h Race).

+1 additional specification for front and rear axle for the complete season (VLN, 24h-Qualifikationsrennen 24h Race) for new vehicle homologations (FIA-GT3 basis homologation numbers) which have not yet been used under the DMSB sample tyre procedure.

+1 additional specification for front and rear axle for the complete season 2020 (VLN, 24h-Qualifikationsrennen, 24h Race) for tyre manufacturers which are new, which were not involved in the DMSB sample tyre procedure throughout the last five years and/or have not provided tyres for any car of classes SP-X, SP-Pro or SP9 (FIA GT3) throughout the last 5 years.

The following provisions apply moreover for the 24h Race:

As a principle, only tyre specifications which have demonstrably been used in the combination tyre manufacturer, vehicle model and axis during VLN races 2020 are authorised.

A tyre specification can only be authorised if: the aforementioned participations have taken place in dry conditions and the tyre specifications have been used over at least 2 successive timed laps. In case of doubt, it is the responsibility of the team to provide evidence.

For classes SP9 (FIA-GT3), SP-Pro and SP-X, the “DMSB Sample Tyre Procedure” must be respected for the 24h Race 2020. In 2020, 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.

**It is at the discretion of the organiser to decide whether the conditions had been dry or not.**

#### Special regulations for tyres approved in 2019

Tyres which had been approved in 2019 in the course of the DMSB sample tyre procedure may also be used in the 24h Race 2020, provided the following conditions are respected:

- Tyre was approved and listed in 2019 for the corresponding vehicle type and axis.
- The homologation status of the vehicle is unchanged compared to 2019.
- Tyre manufacturers who intend to use 2019 tyres in the 24h Race 2020 must deposit one sample tyre of each requested tyre specification with the ADAC Nordrhein. This must be completed during the event VLN-9 in 2019.
- The corresponding sample tyre was nominated at the 24h Race 2020 and deposited with the scrutineers.
- The use of 2019 tyres in the year 2020 does not affect the eligible number of tyre specifications in 2020 5 specifications respectively per tyre manufacturer for each vehicle model and axis for the complete season 2020 (VLN, 24h-Qualifikationsrennen 24h-Rennen).
- Sample tyres left with the ADAC Nordrhein will be released after the 24h-Rennen for collection (after release from the DMSB) and must then be collected within 4 weeks. Any disposal of the sample tyres by the organiser will be charged to the corresponding tyre manufacturer.

The organiser, in coordination with the DMSB, reserves the right to grant waivers to the tyre qualification provisions in a case of force majeure.

The teams concerned must notify to the organiser ([Rafael-tomaszko@nrh.adac.de](mailto:Rafael-tomaszko@nrh.adac.de)) and to the corresponding tyre manufacturer until **Tuesday, 1<sup>st</sup> September 2020, 12:00 hrs**, indicating the start number, which tyre brand the corresponding will be using throughout the entire event. This tyre brand must be used for the whole duration of the event.

The corresponding team must record an allocation of the tyres to the corresponding start number, using the Tyre-App (see [www.tyre-app.com](http://www.tyre-app.com)).

It is hereby the responsibility of the teams themselves to record the use of the various tyre specifications in the tyre-app immediately after the wheel/tyre assembly (at the latest **10 minutes** after the wheel/tyre assembly) and to thus ensure that a sporting check can be carried out at any time after the corresponding qualifying or race.

As a principle, all stints completed, irrespective of the weather and the tyres, must have been instantly recorded by the participant in the tyre-app.

These DMSB provisions include Appendix 1, Group 24h-Special, Art. 7.5, Appendix 2, class SP-X, Art. 2.4, and Appendix 3, class SP9 (FIA-GT3), Art. 2.5 of the Supplementary Regulations.”

## **Art. 27. General code of driving conduct**

### **Art. 27.8**

Ignoring flag or light signals (see also Article 27.3) be penalised as follows:  
According to Appendix 2 – DMSB Circuit Regulations

Furthermore, any car already qualified from VLN rounds, ~~ADAC Qualifikationsrennen~~ 2020 may be excluded from or not admitted to the start in the Top Qualifying.

## **Art. 31. Top Qualifying – Qualifying – Drivers’ change – Qualification for the Race**

### **Art. 31.1 Top Qualifying**

The **eligibilities for the Top Qualifying** will be decided on basis of the following parameters:

- In general, all cars of classes SP9, SP-Pro and SP-X are allowed to start in the Top Qualifying. (However, the organiser reserves the right to refuse participation in the Top Qualifying for certain cars if these cars are considered not to be able to achieve lap times at the level of SP9 due to their design or concept.)
- The Top Qualifying is divided into 2 groups, hereinafter referred to as Top Q1 and Top Q2.
- The positions on the 24h Race starting grid (front positions) will be based on the Top Qualifying results in the following order: Results Top Q2, the results Top Q1. (see also Art. 32 Starting Grid)
- Participants have the possibility to qualify directly for the Top Q2 on the basis of the results achieved in the VLN events (2020) having taken place in the run-up to the 24h Race 2020. ~~as well as of the results achieved in the ADAC Qualifikationsrennen 24h-Rennen 2020.~~
- Before the 24h Race event, the Top Qualifying participants will be divided into “PRO” and “PRO-AM” (see Art. 9.5) start positions.
- The number of Top Q2 starting places is at that time limited to the maximum of 40% of the “PRO” entries and 40% of the “PRO-AM” entries respectively. The remaining Top Q2 starting places would be allocated based on the two 24h Race qualifying.
- Vehicles eligible to start in the Top Qualifying but which are not qualified for the Top Q2 will be eligible to start in the Top Q1.
- The top 4 vehicles in the Top Q1 will each be allocated an additional starting place in the Top Q2.

### **The allocation of Top Qualifying starting places is subject to the following conditions:**

1. In general, the teams of the classes SP9, SP-Pro and SP-X have the possibility to qualify for the Top Q2 on the basis of the results achieved in the VLN events 2020 having taken place in the run-up to the 24h Race 2020. ~~or of the results achieved in the ADAC Qualifikationsrennen 2020.~~ Any team wishing to participate in the Top Q2 must notify the intention during the “only entry procedure”. This shall be done with indication of a priority in which the organiser would allocate one or several starting places to the team. Teams submitting only one entry for the 24h Race should indicate priority 1. Teams submitting more than one entry should indicate priorities to each entry in the order in which they would like the organiser to allocate a starting place. The indication of priorities must be completed by the entry closing date (~~1<sup>st</sup> September 2020~~ / 18:00 hrs). this indication may be changed online by the team until that deadline. Late or wrong indications in relation to the priorities cannot be considered and the claim for a starting place is

forfeit. The organiser reserves the right to move up the following teams. Subsequent “team internal” changes or allocations of starting places for the Top Q2 are thus excluded.

## 2. VLN events 2020 in the run-up of the 24h Race 2020

- The starting places in the Top Q2 refer to the corresponding combination team / vehicle type / class.
- The subdivision into “PRO” and “PRO-AM” entries will not be applied yet for the allocation of Top Q2 starting places during the VLN events.
- Only sector times which have been achieved in dry conditions with slick tyres will be taken into consideration for the allocation of starting places. It is at the organiser’s discretion to decide if and when the conditions were dry.
- One possible starting place respectively from the qualifying result of the VLN events taking place before the 24h Race 2020. This starting place could be allocated to the team with the fastest theoretic qualifying time which results from the addition of the fastest sector times, for each sector. A starting place will only be allocated during a qualifying with a total duration of at least 60 minutes (in case of an interruption, addition of the parts). If no starting place could be allocated, an additional starting place in the race of the corresponding VLN event will be determined.
- Two possible starting places respectively on basis of each race result of the VLN (4h) events taking place before the 24h Race 2020 and 4 possible starting places on basis of the race results of the VLN (6h) events taking place before the 24h Race 2020. The starting places could be allocated to the teams with the fastest theoretic lap times which result from the addition (average value of the 5 fastest sector times, for each sector). For this purpose, only sectors which have been completed in a stint with at least 6 laps will be considered. This includes “in” and “out” laps. A starting place will only be allocated in case of a race with a total duration of at least 180 minutes (in case of an interruption, addition of the parts).
- Each entered car of a team could be only achieve the maximum of one starting place per VLN event for his/her team.
- The number of starting places for each team are limited to the number of entries (per team) for the 24h-Race. If any starting place/se thus lapse, they will be filled with the cars on the following position in the respective event.

## 3. ADAC Qualifikationsrennen 2020 before the 24h Race 2020

- The starting places of the Top Q2 refer to the corresponding combination team / vehicle type / class.
- The subdivision into „PRO“ and “PRO-AM” entries will not be applied for the allocation of Top Q2 starting places during the ADAC Qualifikationsrennen.
- Only sector times which have been achieved in dry conditions with slick tyres will be taken into consideration for the allocation of starting places. It is at the organiser’s discretion to decide if and when the conditions were dry.
- 3 possible starting places respectively from the Top 30 Qualifying result of the ADAC Qualifikationsrennen. The starting places could be allocated to the top 3 positions. If the Top 30 Qualifying is stopped and not resumed, the allocation of 3 starting places will be cancelled.
- Five possible starting places respectively from the race result ADAC Qualifikationsrennen. These starting places could be allocated to the teams with the fastest theoretic race lap times which result from the addition (average value of the 5 fastest sector times, for each sector). For this purpose, only sectors which have been completed in a stint with at least 6 laps will be considered. This includes “in” and “out” laps. A starting place will only be allocated in case of a race with a total duration of at least 180 minutes (in case of an interruption, addition of the parts).
- Each entered car of a team could be only achieve the maximum of one starting place during the ADAC Qualifikationsrennen event for his/her team.

- The number of starting places for each team are limited to the number of entries (per Team) for the 24h Race. If any starting place/se thus lapse, they will be filled with the cars on the following position in the respective event.

4. Starting places which could not be allocated due to the stopping or cancellation of events or parts of events, will not be allocated by the organiser at that time. The number of Top Q2 starting places is at that time limited to the maximum of 40% of the "PRO" entries and 40% of the "PRO-AM" entries respectively. In the calculation of the percentage, figures will be rounded up onto the next integer.
5. Starting places can only be allocated to teams if their cars comply with all points specified in the present regulations. The late submission of data storage media or the submission of data storage media with missing data, incorrect data or deviations from the reference data may result in the loss of the starting place. If any starting place is thus forfeited, it will each time be filled up with the teams on the next positions per event.
6. After the last VLN event in the run-up of the 24h Race 2020, the organiser will publish a first draft starting list for the Top Q1 and the Top Q2. The cars on this starting list will be shown as "PRO" and "PRO-AM" entries (see Art. 9.5). Only listed teams can thus still qualify themselves for remaining Top Q2 starting places, if available. An allocation of starting places by the organiser is only possible once he has received all the complete entries and all the drivers are known. The available Top Q2 starting places will be allocated in the following order:

- (1) VLN (6h/2020) Qualifying
- (2) VLN (6h/2020) Race
- (3) VLN (4h/fourth event 2020) Qualifying
- (4) VLN (4h/fourth event) Race
- (5) VLN (4h/third event) Qualifying
- (6) VLN (4h/third event) Race
- (7) VLN (4h/second event) Qualifying
- (8) VLN (4h/second event) Race
- (9) VLN (4h/first event) Qualifying
- (10) VLN (4h/first event) Race

The allocation of the starting places will be made in accordance with the above mentioned order and with the priorities specified by the teams for the allocation of starting places. If the maximum number of available "PRO" or "PRO-AM" places is achieved, no more places will be allocated for cars with the corresponding classification.

7. The organiser will communicate the number of starting places still available for the Top Q2 Qualifying during the three Qualifyings of the 24h Race. The number of remaining starting places is calculated as follows:
  - 40% of the „PRO“ entries (the result shall be rounded up to the next whole number) minus the already allocated "PRO" starting places. Only positive results will be considered.
  - 40% of the „PRO-AM“ entries (the result shall be rounded up to the next whole number) minus the already allocated "PRO-AM" starting places. Only positive results will be considered.
  - The starting places on this list will be distinguished between "PRO" and "PRO-AM" entries (see Art. 9.5)
8. Cars which are directly qualified for the Top Q2 Qualifying due to the results achieved in the VLN events / ADAC Qualifikationsrennen may not join any of the three Qualifyings of the 24h Race before **20 minutes after the start of the session have elapsed.**

## 9. Qualifying 1, Qualifying 2 **and Qualifying 3**

- The remaining number of starting places (pursuant to point 7.) for the Top Q2 Qualifying will be allocated to the respectively fastest cars in the **three** 24h Race qualifying sessions. For this purpose, the results of the **three** qualifying sessions will be combined and analysed.
- The subdivision into “PRO” and “PRO-AM” entries will be applied for allocation of Top Q2 Qualifying starting places during the 24h Race qualifying sessions. Starting places can thus only still be allocated to teams which are listed as “PRO” or “PRO-AM” entries.
- The vehicle-specific starting places in the Top Q2 Qualifying refer to the corresponding combination team / start number / vehicle type / class / “PRO” / “PRO-AM”.
- The starting places will be allocated to the teams with the fastest theoretical lap times which result from the addition (average value of the 5 fastest sector time, for each sector).
- Sector times which have been achieved in wet conditions with rain tyres will also be taken into consideration for the allocation of starting places.
- The sector times of the “PRO” and the “PRO-AM” cars will be separately analysed for the allocation of starting places.
- Already qualified cars will not be considered for the purpose of this calculation and the following cars will move up accordingly.

### Running of the Top Qualifying:

All the teams which are already qualified for a Top Q2 Qualifying starting place as well as teams attempting to qualify for a starting place in one of the **three** 24h Race qualifying sessions or during the Top Q1 Qualifying must notify the Top Qualifying driver until the beginning of the **3rd** qualifying at the latest. Corresponding notification forms are available for download under <https://24h-information.de/24h/>.

The start order of the Top Q1 and the Top Q2 will be determined by the organiser on basis of a lottery. The 4 additional starting places for the Top Q2 to be allocated in the Top Q1 will be taken into consideration for the Top Q2 lottery. The presence of the driver starting in the TOP qualifying is generally mandatory as they will draw the tickets for the start order.

### Top Q1 procedure

- 10 minutes before the beginning of the Top Q1 the pit light will be green for a period of 5 minutes. All the cars eligible to take part in the TOP Q1 shall proceed to the start and finish straight through the Hyundai corner.
- The maximum of 3 team members per car is permitted on the Top Q1 starting grid. All the cars must line up on the starting grid one directly behind another.
- 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 Q1 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
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- When the green flag is shown to the first participant, this car may start its warm-up lap. A flag signal 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 (Hyundai 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 "Hyundai" corner after having left the pit lane and may then continue for a timed lap.
  - Cars passing the timing line via the „Hyundai" 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 Q1 "wet race".
  - 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 organiser reserves the right to stop any car on the track before entering the pit lane in order to sort the cars into the correct order.** The Parc Fermé rules apply.
  - The drivers of the top 4 cars in Top Q1 shall remain seated in their cars. The top 4 cars will be instructed by a scrutineer to leave the Parc Fermé and they may enter the pit lane through the garage and be parked in front of the garages of the corresponding teams. The only work permitted to be carried out on these 4 cars is refuelling and the change of wheels.

#### Top Q2 procedure

- 10 minutes before the beginning of the Top Q2 the pit light will be green for a period of 5 minutes. All the cars eligible to take part in the TOP Q2 shall proceed to the start and finish straight through the Hyundai corner.
- The maximum of 3 team members per car is permitted on the Top Q2 starting grid. All the cars must line up on the starting grid one directly behind another.
- 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 Q2 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, this car may start its warm-up lap. A flag signal 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 (Hyundai 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 "Hyundai" corner after having left the pit lane and may then continue for a timed lap.
- Cars passing the timing line via the „Hyundai" 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 Q2 "wet race".
- 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 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 do not follow the instructions given by the track marshals*

**Art. 32. Starting grid**

**Art. 32.1**

The starting grid for the different start groups will be set up on Saturday, 26<sup>th</sup> September 2020, according to the timetable, at start and finish following the order of the qualifying results.

Exception: 1st start group

- The starting grid for the first cars will be based on the Top qualifying results in the following order: results Top Q2, then results Top Q1.
- If a top qualifying part (Top Q1 or Top Q2) is not fully completed as scheduled, the starting grid for the cars nominated for the Top Q1 or the Top Q2 Qualifying will be based on the Qualifying results (Qualifying 1, Qualifying 2 and Qualifying 3).

- The remaining starting grid will be based on the qualifying results (Qualifying 1, Qualifying 2 and Qualifying 3).

### **Art. 38.5 Manufacturers' Classification**

For the cars of classes SP9 (FIA-GT3), SP-X and SP-PRO, there will be an additional classification for manufacturers.

For this classification, the overall classifications of the Qualifyings and of the Races of the following events will be taken into consideration:

- VLN Races 2020
- ~~ADAC Qualifikationsrennen~~
- ADAC TOTAL 24h-Rennen

### **Points allocation Races:**

The manufacturers classification will be established on basis of the race results of achieved in the above events:

- Only the best placed car of each manufacturer in each event will be eligible to get points for the manufacturer classification.
- The best placed cars of the other manufacturers within the same event will move up accordingly.
- Within the 24h Race, points will be allocated after 12/24 hours respectively.
- *The organiser reserves the right to exclude single manufacturers from the manufacturers' classification. This would for example apply if a manufacturer attempts to spoil the fair competition.*

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## **39. Classification penalties**

### **39.1**

Classification penalties:

- Deletion of practice laps
- Non-admission or exclusion from the Top Qualifying for already qualified cars from the VLN rounds / ~~ADAC Qualifikationsrennen~~ 2020.
- Modification of the start position / Drop of grid positions
- Deletion of race laps
- Time penalty.

## **Art. 42 Podium ceremony**

### **~~Art. 42.1 Podium ceremony for overall winner in the manufacturers' classification~~**

## **Art. 43. Prizes, prizegiving and distribution of trophies**

### **43.2**

Prizegiving will take place on *27<sup>th</sup> September 2020*, at about 18:00 hrs. The exact location of the ceremony will be indicated in the entry confirmation.

## Chapter II General Technical Regulations

### Art. 2 Vehicles with close-to-production engines

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Cars with close-to-production engines are exempted from the following regulations, unless otherwise required by the organiser:

- ~~Compliance with the pit times pursuant to Appendix 6, 6.1~~

- Article 1.7 General Technical Prescriptions: Air restrictors
- Article 1.8 General Technical Prescriptions: Data Acquisition

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### Art. 8 Performance test

For all cars, the provisions of EEC directive 80/1269 are applicable for the engine performance test. In addition, the measuring tolerances of the DMSB Technical Regulations Group G Article 23.1.4 of the DMSB Yearbook 2020, brown section, apply.

### Reference Test Beds:

Classes SP9 (FIA GT3), SP9-LG (FIA GT3), SP10 (SRO GT4) and SP-X:

Company  
Boemanns Motorsport,  
Gewerbegebiet Südschleife,  
53520 Müllenbach

Test bed type: *MAHA 3000 LPS3000 Allrad*

### Setting of the performance test procedure:

- *PV-Factor: 0,70*
- *Rotating mass: 50 kg*
- *All other parameters correspond to the MAHA factory setting.*

### Measurement of the intake air temperature to determine the engine power:

*The intake air temperature sensor, which is used to determine the engine power on the chassis dynamometer, shall be positioned as follows:*

- *Vehicles of SP9 (FIA GT3), SP9-LG (FIA GT3): Position for the FIA sensor as declared in the vehicle homologation (T. manifold). It is the responsibility of the vehicle manufacturer (homologation holder) that the sensor is in direct contact with the intake air flow. If this cannot be guaranteed, the vehicle manufacturer has the possibility to request an alternative position of the intake air temperature sensor in consultation with the Technical Committee. The same applies to vehicles which do not have a position for the FIA sensor (T. manifold) in the homologation. An alternative sensor position would have to be sufficiently documented and be included in the vehicle specific data sheet.*
- *SP10 (SRO GT4): The sensor is to be placed directly in the air flow at the body inlet opening for the engine intake air.*
- *SP-X: in consultation with the Technical Committee.*

- *The final decision on the position of the intake air temperature sensor is made by the scrutineer on duty on-site.*

*In addition, the organizer may nominate an additional reference test bed by means of a bulletin.*

#### **Reference test bed for all other classes / cars:**

Manthey Racing GmbH  
Rudolf-Diesel-Str.11-13  
53520 Meuspath

Test bed type: *MAHA 3000 LPS3000 Allrad*

*Setting of the performance test procedure:*

- *PV-Factor: 0,70*
- *Rotating mass: 60 kg*
- *All other parameters correspond to the MAHA factory setting.*

*Measurement of the intake air temperature to determine the engine power:*

*The intake air temperature sensor, which is used to determine the engine power on the chassis dynamometer, shall be positioned as follows:*

- *Sensor shall be placed directly in the air flow on the body inlet opening for the engine intake air.*
- *The final decision on the position of the intake air temperature sensor is made by the scrutineer on duty on-site.*

*In addition, the organiser may nominate an additional reference test bed by means of a bulletin. The vehicles must be equipped with a roadworthy wheel/tyre combination. A performance test with competition tyres may not be possible under certain circumstances.*

#### **Art. 10 Pit time provisions**

*For all further information see **Attachment 6 and 6.1** of the Supplementary Regulations.*

### **Chapter III Technical Regulations for Groups**

#### **Art. 4 Technical Regulations for Class TCR**

##### **Art. 4.3 Tyre regulations**

The tyre supplier nominated by the organiser for class TCR is *Goodyear*. At any time during the event, only correspondingly marked single tyres of the brand *Goodyear* may be used.

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

#### **Art. 18 Pit time provisions**

All the cars of classes SP-X, SP-PRO, SP9 (FIA-GT3), SP10 (SRO-GT4) must comply with a pit stop time during the race. Furthermore, the organiser reserves the right to introduce pit stop times for cars in other classes.

For all further information refer to **Appendix 6 and 6.1 and 6.2 or 6.3** of the Supplementary Regulations.

#### **Appendix 2 to the Supplementary Regulations Technical Regulations for Class SP-X**

##### **Art. 2.5 Minimum pit times / Refuelling**

See **Appendix 6 and 6.1 as well as Appendix 6.3** of the Supplementary Regulations.

#### **Appendix 3 to the Supplementary Regulations Technical Prescriptions for class SP9 (FIA-GT3) and SP9-Last Generation (LG) (FIA-GT3)**

##### **Art. 1 Eligible cars**

###### **Art. 1.3.2 Test bed runs / performance characteristic parameters**

The vehicle of a manufacturer will only be admitted if corresponding testbed 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 this context, each manufacturer must moreover make sure the availability of air restrictors which reduce the maximum performance defined by the organiser in steps of 3 and 6 percent and increase it by 3 percent.

The organiser reserves the right to check the engine power of single cars at any time on the reference testbed for the event (in accordance with Art. 8 Performance Test, General Technical Regulations).

The performance characteristics parameters recorded during **the testbed** runs are generally used as a reference for use on the track. Therefore, all recorded map parameters of **the test bench** runs should correspond to the map parameters recorded during the competition runs. The organizer reserves the right to set the map parameters recorded during the VLN races **and the 24h qualifying races** in the run-up to the 24h race 2020 as a reference and as minimum and maximum limits to be observed for future races.

#### **Appendix 3 to the Supplementary Regulations Technical Prescriptions for class SP9 (FIA-GT3) and SP9-Last Generation (LG) (FIA-GT3)**

##### **Art. 1 Eligible cars**

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###### **Art. 1.4 Homologation extensions / data sheets**

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 authorized 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 2020, must be submitted in writing and arrive at the organiser's headquarters on **1<sup>st</sup> September 2020** 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.

## Appendix 4 to the Supplementary Regulations

Technical Regulations for class SP 10 (SRO-GT4)

### Art. 1. Eligible cars

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#### Art. 1.4 Homologation extensions / 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 2020 must be submitted in writing and arrive at the organiser's headquarters on **1<sup>st</sup> September 2020** at the latest. Any applications arriving at the organiser after the **1<sup>st</sup> September 2020** will only be handled in exceptional cases and generally upon payment of an increased fee.

## Appendix 6 to the Supplementary Regulations

### Minimum Pit Time

#### 1. Pit time provisions

*The cars of all classes must comply with a minimum pit time (hereinafter referred to as pit time) during the race.*

*The organiser reserves furthermore the right to release single cars or classes from this pit stop time or to introduce pit times for single cars or classes.*

*The current version of the pit time regulations (Appendix 6) as well as their corresponding tables (Appendix 6.1) can be downloaded from the following link:*

<https://www.24h-information.de>

*The pit time provisions in Appendix 6 and their corresponding tables, Appendix 6.1, may be adjusted and changed by the organiser at any time. The valid BoP list of the current event will contain a reference (date; time) to the version of Appendix 6 and Appendix 6.1 which must be observed in each case.*

*It is the responsibility of the participants to inform themselves about the currently valid regulations of Appendix 6 and Appendix 6.1 and to comply with them accordingly.*

Cologne, 22.04.2020

Walter Hornung  
Clerk of the course

DMSB approved on 29. April 2020



Alexander Geier  
Coordination Automobile Sport