

48. ADAC TOTAL 24h-Rennen 2020

**Bulletin No. 3 of 18 September 2020 of the
ADAC TOTAL 24h-Rennen 2020
Approved Supplementary Regulations
DMSB Visa: RUND 11553/20 of 25 November 2019**
The following changes and supplements apply with immediate effect
(changes/ supplements are shown in *italics*)

Chapter I Sporting Regulations

Art. 13. Eligible vehicles and division into classes

Art. 13.1.3

- *Class BMW M2 Racing – in compliance with the current and valid DMSB approved Technical Regulations for Class BMW M2 Racing*

Art. 15. Scrutineering / Technical checks

Art. 15.8

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- In case of non-conformity of the vehicle with the regulations, the *competitor* will bear all costs incurred for e.g. Final acceptance, disassembly, transport costs, etc.
- *The costs for dismantling and reassembly due to technical checks carried out both during and after an event shall be borne by the competitor.*

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Art. 16 Driver's equipment

Art. 16.4

During the check of the driver's equipment, the drivers will also be weighed. Weighing of the drivers with racing equipment is not necessary.

~~*Exceptions to this rule apply for drivers of class TCR. TCR drivers must be weighed with their complete mandatory drivers' equipment. A schedule for the weighing of TCR drivers will be published by the organiser.*~~

Chapter III Technical Regulations for groups

Art. 4 Technical Regulations for class TCR

Art. 4.2

For Class TCR, the current BoP according the technical bulletin of the TCR Int. series is applicable.

~~*The BoP weight is calculated on basis of the vehicle weight and the average weight of all the drivers entered for that vehicle.*~~

Art. 7 Technical Regulations for category BMW M2 CS Racing

The category BMW M2 CS Racing for vehicles BMW M2 CS Racing from model year 2020 will be eligible to compete in the ADAC TOTAL 24h-Race.

In addition to the General Technical Regulations, Chapter II of these Supplementary Regulations, the following Technical Regulations apply to the BMW M2 CS Racing category vehicles.

Anything not expressly permitted by the General Technical Regulations and these Technical Regulations is prohibited.

Permitted modifications may not result in unauthorised modifications or infringements of regulations.

The ADAC Nordrhein e.V. reserves the right to amend and/or supplement these Technical Regulations at any time by means of Bulletins in consultation with BMW M Customer Racing and with the approval of the DMSB.

1. Technical Regulations BMW M2 CS Racing

1.1 Summary of eligible classes

One class: Eligible to participate is only the BMW M2 CS Racing produced for this purpose. The basis for this vehicle is the BMW M2 CS (F87) from the series production.

To participate in the BMW M2 CS Racing class, all vehicles that must comply with the technical specifications of these regulations. Furthermore, reference is made to Article 1.5 below.

1.2 Basics of the Technical Regulations according to

- General Provisions, Definitions and Clarifications on technical regulations
(→ see DMSB Yearbook, blue part)
- Technical Regulations of the group VLN Production Cars (class VT3)
- The parts catalogue of the BMW M2 CS Racing in its current version
- The user manual BMW M2 CS Racing in its current version

1.3 General / Preamble

The target and purpose of these Technical Regulations is to provide each participant with the opportunity to be competitive in the BMW M2 CS Racing class without having to make investments in modifications or further development of the vehicle.

Basically, the BMW M2 CS Racing parts catalogue defines the race vehicle.
Any deviations from this definition must be approved by the present technical regulations or are considered to be not allowed.

1.4 Driver's equipment

The use of overalls in compliance with FIA Standard 8856-2000 or 8856-2018 as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA specifications are mandatory.

Moreover, a helmet in compliance with the FIA specifications is mandatory.

The use of a FIA homologated Head and Neck Support (e.g. HANS®) is mandatory.

Specifications, if any, of the respective organiser that exceed the requirements of these regulations with regard to driver's equipment must be observed.

1.5 General provisions, permitted modifications and installations

The BMW M2 CS Racing must comply with these regulations at all times during the event.

It is the responsibility of the competitors / participants to ensure that the vehicle is only used in technically perfect condition and that the DMSB safety regulations are respected at all times.

Changes to the parts catalogue and thus to the vehicle specification by BMW AG shall be limited to the improvement of safety or to reducing costs. In addition, updates may become necessary due to changes in the parts catalogue of the base vehicle.

All installations carried out by the competitor / participant may only have the intended function. The scrutineers will take the final decision whether this is the case.

It is permitted to carry out work that is part of the normal maintenance of the vehicle or to replace parts damaged due to wear or accident.

The limits of the modifications and fittings allowed are specified hereinafter. Parts damaged through wear or accident may only be replaced by an original part identical to the damaged one.

On the complete vehicle, the mounting standard parts, such as: Nuts, screws, washers, spring washers, spring discs, split pins may be replaced by equivalent standard parts corresponding to the original shape. For threads, the thread type, size and pitch (e.g. M 8 x 1.25) must be retained. Threads may be reinforced by Heli Coil.

1.5.1 Ground clearance

The ground clearance is measured with empty fuel tank and without the driver. The ground clearance must be at least 130 mm.

This is verified by passing a reference block under the vehicle. No component may hereby touch the reference block. Front splitters, flaps, tyres and rims as well as parts damaged during the session are excluded from this condition. The lifting device shall comply with the 130 mm limit.

Before the start of the event, the organiser will define a reference area for the ground clearance measurement.

For the ADAC TOTAL 24h-Race 2020, Box 3 is the reference surface.

The tyre pressure may be increased to the reference pressure (2.4 bar FA / 2.3 bar RA) for the measurement.

For measuring the ground clearance, the tyre fitted at the time of the check must be used.