

## TEAM MANAGER INFORMATION rev0\_11.09.20

(Updates marked red)

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### Pitstop/Refuelling

Confirmation of the minimum pit stop times and rules please?

See Appendix 6 to the Supplementary Regulations. The BoP chart of the event will note the current Version of the Appendix 6 (Rules) and the Appendix 6.1 (times). Both documents are available here: <https://24h-information.de/24h/>

What is the tolerance for the maximum refuel (if we do a mistake and go over 113 L) during the race?

No Tolerance, see Art. 27.11 for penalty

Can you confirm we are allowed to push the car to help it leave the working area in the pit lane after a pit stop?

Yes

What is the tolerance for the minimum pit time (if we go a little below) in the race ?

No Tolerance, see Art. 27.9 for penalty

REFUELLING PUMPS OPERATING TIMES: we would need to proof our fuel tank using our pit fuel pump before the start of all operations. Can You guarantee a time window where the pumps will be made operational by the marshals outside the track driving times? (ideally this question should be considered before the Team managers briefing, as maybe Wednesday morning is already a good time)

A time will be set and communicated to the teams

CLARIFY THE PIT TIME RULE in case of a car in pit during the rule changes minutes. Example: my car enters at 71 minutes to go and stays more than 2 minutes in the pits, so it will exit below 70 minutes; my car enters at 31 minutes to go and should stay 86 seconds, so hitting the 30 minutes barrier.

Pit in loop counts for definition Appendix 6, therefore a car which enters the Pitlane with more than 70min (remaining race time) will serve the Pit time according to

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column B, no matter when he does leave the Pitlane. This 70min example is true only for f.e. SP9. Other cars should replace the 70 min with the valid X time for their class.

Do we have to respect the pit time even if there is no refuelling? Question is, if we do not have to respect the pit time in case of a defect on the car – e.g. door opens

You have to respect the minimum pit time at all times, also in case of your described emergency. The only time the minimum pit time does not need to be respected is:

- First 5 race laps (this first 5 Lap rule will only apply to SP9, SP pro and SP-X, see BoP 24h)
- With less than X min remaining race time it is permitted to remain below the minimum pit time, provided that the corresponding car is not refueled. The number of laps completed is in this case not reset.
- With less than X min remaining race time, cars which have already completed a pit stop pursuant to Art. 1.1, Art. 1.2 and Art. 1.3 after the remaining race duration of less than X minutes are no longer subject to the pit time in case of any further pit stop.

Decisive for the pit stand time is always the pit entry line? If the line is crossed by 69.59 min, we are in the window of the remaining 70 minutes?

Correct, (This 70min example is true only for f.e. SP9. Other cars should replace the 70 min with the valid X time for their class.)

### Tyre Handling

On the sheet “Tyre-documentation list for race teams 24h-Race”: which time do we need to write: start of the stint or end of the stint?

Start time of the stint (Note, all relevant Teams using the Tyre App)

I cannot find anywhere in the regulations that nitrogen or dry air in the tyres is prohibited, please could you confirm that we can use either of these?

Yes you can use Nitrogen or dry air to inflate your tyres.

### Top Qualifying

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

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prohibited. Can you confirm that we are allowed to pass tyres to change onto the cars through the gaps in the wall or are we supposed to walk to the cars with the tyres on a trolley?

You can pass warm tires, through the gaps in the Pit Wall fences.

Can they be taken to the car with the blankets on but the blankets removed from the tyres BEFORE they are fitted to the cars? As I read the regulation, “heating of tyres by using tyre warmers, heater fans or similar on the starting grid is prohibited” means even the blankets are not allowed to used on the tyres when fitted to the cars, is this correct?

The blankets can remain on the tyres (no active heating). 3 min before the start of the installation lap all equipment and personnel must have left the grid.

In 2016, in the regulations it was stated that at least 3 tyres from the 4 used in the Top 30 Qualifying had to be fitted to the car at the start of the race. The current regulations do not state this, please could you confirm that it is no longer required to use any qualifying tyres for the start of the race and that a new set can be fitted.

You can start on new Tyres.

The heating of tyres on the starting grid is prohibited. I read this as no active heating is allowed but tyre blankets covering the tyres is allowed when then tyres are fitted to the cars, is this correct?

The blankets can remain on the tyres (no active heating). At the 3 min board car has rest on his wheels, with removed blankets.

### Miscellaneous

How can we bring our two race cars from row 2 in the paddock to the pit lane if our box is blocked: entry pit lane? Exit pit lane? other?

Gate 0 in front of Race Tower

PARC FERME LOCATION after every qualify: Q1 - Q2 - Top Qualifying. In pits or in official Parc fermé?

After Top Qualifying the Parc Fermé is located in the paddock behind pit garages 1-3

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WITHDRAW OF ONE DRIVER (ref. Art. 8.7.1) Should a driver not be able to complete these 15 race laps, a written notification that the driver officially signs off must be submitted to the clerk of the course. As this happened once to us in another 24 Hours, we would like to be sure to make correct moves in case. Do you need a medical proof? Or it is enough a team's written statement?

Team Statement is OK.

Additionally see Art. 8.7.1 - Should a driver not be able to complete these 15 race laps, a written notification that the driver officially signs off must be submitted to the clerk of the course. This driver will then not be considered for the race results and for the classification.

If the driver is unsubscribed in the event of a remaining race time of less than 4 hours, the team cannot be classified anymore.

Resumption of the race after interruption: What about the final classification: addition of the 2 parts or only the final results after 24 hours like in F1 ?

The starting grid for a resumed race will be based on the positions of the participants at the end of the penultimate lap before the race was stopped. There is no addition from parts of the race.

If we stop Qualif 1 and Qualif 2 before the end of the sessions in order to rebuild the cars in our allocated space the paddock, is there a Parc Fermé time ?

Art. 18 Parc Fermé (DMSB Regulations for track races) After the showing the chequered flag in qualifying and race, all classified cars are subject to the parc fermé regulations till the end of protest period. During this period, no work may be carried out on the vehicles.

End of Parc Fermé will be announced by the clerk of the course.

As our car is already qualified for Top Qualifying, lap times done in Q1 and Q2 are not really important.

If Top Qualification cannot be started or finished, the Q1, Q2 and Q3 Times might be needed to form the grid order.

Additionally see Art. 8.7 - All the drivers must complete the minimum of 2 timed

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qualifying laps.

If a car is so badly damaged that repair is difficult, could a replacement car be nominated? Would this still be possible after the administrative checks and scrutineering has been closed.

No, this is not possible

If two formation laps have to be driven because of the weather conditions, the race will be released again after the first lap, right?

All laps on the race track after the 1st formation lap (Sa. 15:10 o'clock) will count to the race result.

Art. 1.09 Engine Seals - It must be possible to apply seals between the valve cap and cylinder head as well as between the oil pan and engine block.

At present, during our engine build up, we don't fit lockwire between the sump and block. Would you like us to do this? If so, we are assembling and dyno running our race engines this week and can do it before installation.

It is not necessary to fit lock wire in advance, but the engine should be prepared in a way that it is possible to mount the lockwire.

### Further issues:

Fast lane must not be driven prior to pit light green at Q1 and Q2.

Qualified cars may be pushed into the grid before the race.

Cars may be moved on skates while refuelling.

Top Qualifying: Overtaking is allowed in the warm-up lap for Top Qualifying