

**Bulletin No. 1 of 23 May 2022 to the approved Supplementary Regulations ADAC TotalEnergies 24h Nürburgring 2022  
DMSB visa no. R-12531 with date of 24.02.2022**

The following amendments and supplements apply with immediate effect  
(Amendments / supplements are shown thus: *italics*)

**Chapter I  
Sporting Regulations**

**Art. 6 Organisation  
6.4. Scrutineers**

**Chief Scrutineer:**

*Rommel Jens, Rommerskirchen*

**Deputy Chief Scrutineer:**

*Guthe René, Hilden*

**Scrutineers:**

<i>Dr. Bieling Axel, Mönchengladbach</i>	<i>Fischer Norman, Kaiserslautern</i>
<i>Gleich Marco, Ludwigsburg</i>	<i>Guhlemann Rolf, Mechernich-Eicks</i>
<i>Haberjan Lena, Malsch</i>	<i>Jüdit Erwin, Hagen</i>
<i>Kolke Alfred, Warstein</i>	<i>Müller Mario, Berlin</i>
<i>Ruszczynski Karl-Ludwig, Alsdorf</i>	<i>von Barby Wolf, Köln</i>
<i>von Barby Klaus, Köln</i>	<i>Armbrust Michael, Frankenthal</i>

**13. Eligible vehicles and division into classes**

**13.1.3 Division 1**

The following classes are adjusted as shown below:

- *Class Cup 5 – in compliance with the Technical Regulations for VLN class BMW M2 CS Racing Cup NLS under inclusion of all bulletins and supplements for the class.*
- *Class BMW M240i Racing Cup – in compliance with the Technical Regulations for VLN class BMW M240i Racing by Goodyear, under inclusion of all bulletins and supplements for the class.*

**13.2 Division into classes**

**Division 1**

The following classes are adjusted as shown below:

- **BMW M2 CS Racing Cup**  
**Class Cup 5** *(in compliance with the Technical Regulations for VLN class BMW M2 CS Racing Cup NLS under inclusion of all bulletins and supplements for the class.)*
- **BMW M240i Racing Cup**  
*(Class BMW M240i Racing Cup – in compliance with the Technical Regulations for VLN class BMW M240i Racing by Goodyear, under inclusion of all bulletins and supplements for the class.)*

- VLN Production Cars -> the classes are adjusted as shown below:

Class	over cc	up to cc
V2	over 1.750	bis 1.800 ccm
VT2 (Turbo) Frontantrieb	over 1.600	up to 2.000 ccm
VT2 (Turbo) Heck- & Allradantrieb	over 1.600	up to 2.000 ccm
V3	over 1.800	up to 2.000 ccm
VT3 (Turbo)	over 2.000	up to 3.000 ccm
V4	over 2.000	up to 2.500 ccm
V5	over 2.500	up to 3.000 ccm
V6	over 3.000	up to 3.500 ccm
VT Hybrid	Vehicles with hybrid drive	
V Electro	Electric vehicles	

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

### 31.1 Top Qualifying

The procedures are changed as shown below:

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. All cars participating in Top Qualifying must start the formation lap of Top Q1 and/or Top Q2 Qualifying with a full fuel tank. The organiser reserves the right to check individual vehicles. If the fuel level is found to be more than 5 litres below the required level, the Clerk of the Course may impose penalties such as non-admission to the Top Qualifying or drop of grid positions or drive-through penalties.

## 36. Finish of the race

### 36.4 is adjusted as shown below

After the display of the chequered flag, speed must be significantly reduced. All vehicles shall drive a **short** slow-down lap (**only Grand Prix track**) at slow speed WITHOUT stopping, directly into the Parc Fermé. Infractions will be reported to the stewards. After crossing the finish line, the instructions of the marshals must be respected.

## 38. Classification

### 38.2 is adjusted as shown below

There will be an additional PRO-AM classification in class SP9 (FIA-GT3).

A car and its drivers are eligible in class SP9 (FIA GT3) PRO-AM under the following conditions:

- All the drivers of a car must be classified on the FIA Driver Categorisation List.
- All the drivers will be provided with a number (Bronze 1, Silver 2, Gold 3, Platinum 4) according to their categorisation (FIA Drivers Categorisation List).
- The average of all the drivers entered for one car (their numbers) will represent the categorisation value.
- Categorisation value below/equal to 2.4 = "SP9 PRO-AM".
- Participation in the SP9 (FIA GT3) PRO-AM classification is voluntary. Teams whose vehicles are classified in the SP9 (FIA GT3) PRO-AM classification according to the above criteria have the possibility to be classified in the SP9 (FIA GT3) (PRO) class. Such applications must be submitted in writing to the organiser by the (opening hours of administrative checks, Art. 7.3) at the latest.

## Chapter II General Technical Regulations

### Art. 3 Noise Limitation and Emission Regulations for all vehicles 3.1.3

#### Division 1 – Group VLN Production cars

Class	LWA Procedure
V2	128
V3	128
V4	128
V5	128
V6	128
VT2 Front wheel drive	128
VT2 rear and four wheel drive	128
VT3	128
VT Hybrid	128
V Electric	128

#### 31. Top Qualifying – Qualifying – Drivers' change – Qualification for the Race

In point 4, 7<sup>th</sup> paragraph, the list of allocation of the starting places is adjusted as shown below:

- The allocation of the starting places will be based on the results and classifications (starting with the fastest) in the following order and the order of priorities notified by the teams for the allocation of starting places. In case the maximum number of available "PRO" or "PRO-AM" places is achieved, no further places will be allocated for cars with the corresponding classification. If, for example, a "PRO" starting place is forfeited in this way, the starting place entitlement would pass to a possible "PRO-AM" car within the team.
  - (1) Qualifying classification (ADAC 24h Nürburgring Qualifiers)
  - (2) ADAC 24h Nürburgring Qualifiers Race 2
  - (3) NLS (2022) Qualifying classification
  - (4) NLS (2022) Race classification
  - (5) Qualifying classification (ADAC 24h Nürburgring Qualifiers)
  - (6) ADAC 24h Nürburgring Qualifiers Race 1
  - (7) NLS (2022) Qualifying classification
  - (8) NLS (2022) Race classification
  - (9) Qualifying classification (ADAC 24h Nürburgring Qualifiers)
  - (10) ADAC 24h Nürburgring Qualifiers Race 2
  - ~~(11) NLS (2022) Qualifying classification~~
  - ~~(11) NLS (2022) Race classification~~
  - (12) Qualifying classification (ADAC 24h Nürburgring Qualifiers)
  - (13) NLS (2022) Race classification
  - (14) ADAC 24h Nürburgring Qualifiers Race 1
  - (15) ADAC 24h Nürburgring Qualifiers Race 2
  - (16) NLS (2022) Race classification
  - (17) ADAC 24h Nürburgring Qualifiers Race 1

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

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### **Art. 3 Balance of Performance (BoP)**

For certain car models or also for individual cars of classes SP-X, the organiser may change performance relevant parameters.

Among others, the following parameters may be adjusted:

- Minimum vehicle weight
- Air volume limit
- Boost pressure limit
- Maximum permissible fuel volume/fuel capacity
- Aerodynamic aids
- Ground clearance/minimum ride height/rake
- Pit time
- Stint length (number of laps)

The organiser will inform about the current BoP classifications of the relevant classes and of individual cars.

The Clerk of the Course, in consultation with the stewards, reserves the right to make changes to the above parameters in the event of obvious deviations from the valid BoP / reference data, even during the race. In this case, the respective team(s) will be notified by Race Control of the new classification parameters and the time from which they must be respected.

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

### **Art. 2**

#### **Art. 2.7.1 Definition and calculation of maximum permissible boost pressure for turbo engines**

The following adjustments are applicable:

See current BoP.

Maximum permissible boost pressure = BoP boost pressure + delta air pressure

Delta air pressure = average air pressure – reference air pressure

BoP boost pressure: Published in the current BoP list for turbo vehicles. The BoP boost pressure is to be understood as a maximum value. BoP boost pressures are defined for different RPM points of support. A linear interpolation approach applies between the RPM and BoP boost pressure points of support.

Average air pressure: Average air pressure at the Nürburgring, taken from historical weather data recorded by the organiser for the period from March to October.

Reference air pressure: Current air pressure of the event. This is recorded daily by the organiser at least 1 hour before the first session.

Delta air pressure: This is determined daily by the organiser and published at the latest 1 hour before the first session. The Delta air pressure published on Saturday morning is binding for the entire 24h race. In case of an interruption of the race, the organiser reserves the right to determine a new Delta air pressure.

Example: The organiser publishes a Delta air pressure of –5mbar.

Each competitor with a turbo vehicle in the respective classes is responsible for adjusting the maximum permissible boost pressure of his vehicle so that it does not exceed the permitted limits at any time.

Maximum permitted boost pressure = BoP boost pressure + Delta air pressure

In this example for BoP boost pressure 1735mbar @ RPM point of support 5000

Maximum permitted boost pressure = 1735 mbar + (–5mbar) = 1730mbar

All BoP boost pressure points of support must be corrected by the Delta boost pressure.

This results in a new boost pressure curve of –5 mbar over all boost pressure points of support.

## Technical Prescriptions for class SP9 (FIA-GT3) and SP9-Last Generation (LG) (FIA-GT3)

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### Art. 2.8 Sandbagging

In agreement with the Stewards, the Clerk of the Course reserves the right to increase the minimum weight of the car during the race by up to 50 kg in case of apparent deviations to the valid BoP as well as on basis of Art. 1.2.

The General Technical Regulations of Article 6 in these Regulations are applicable for the installation of the additional weight. The installation of the additional weight may be combined with a scheduled pit stop, if in the presence of a scrutineer.

### Art. 3 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) and SP9-LG (FIA-GT3).

The following parameter may amongst others be adjusted:

- Vehicle minimum weight
- Air restrictor
- Boost pressure limitation
- Maximum permitted fuel volume/fuel capacity
- Aerodynamic devices
- Ground clearance/Minimum ride height/Rake
- Pit time
- Stint duration (number of laps)

The organiser will provide information on the current BoP classification of the relevant classes and of individual vehicles.

*The Clerk of the Course, in consultation with the stewards, reserves the right to make changes to the above parameters in the event of obvious deviations from the valid BoP / reference data, even during the race. In this case, the respective team(s) will be notified by Race Control of the new classification parameters and the time from which they must be respected.*

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

### Art. 1. Eligible cars

#### Art. 1.9.1 Definition and calculation of maximum permissible boost pressure for turbo engines

The following adjustments apply:

*See current BoP.*

Maximum permissible boost pressure = BoP boost pressure + Delta air pressure

Delta air pressure = average air pressure – reference air pressure

BoP boost pressure: Published in the current BoP list for turbo vehicles. The BoP boost pressure is to be understood as a maximum value. BoP boost pressures are defined for different RPM points of support. A linear interpolation approach applies between the RPM and BoP boost pressure points of support.

Average air pressure: Average air pressure at the Nürburgring, taken from historical weather data recorded by the organiser for the period from March to October.

Reference air pressure: Current air pressure of the event. This is recorded daily by the organiser at least 1 hour before the first session.

Delta air pressure: This is determined daily by the organiser and published at the latest 1 hour before the first session. The Delta air pressure published on Saturday morning is binding for the entire 24h race. In case of an interruption of the race, the organiser reserves the right to determine a new Delta air pressure.

Example: The organiser publishes a Delta air pressure of -5mbar.

Each competitor with a turbo vehicle in the respective classes is responsible for adjusting the maximum permissible boost pressure of his vehicle so that it does not exceed the permitted limits at any time.

Maximum permitted boost pressure = BoP boost pressure + Delta air pressure

In this example for BoP boost pressure 1735mbar @ RPM point of support 5000

Maximum permitted boost pressure = 1735 mbar + (- 5mbar) = 1730mbar

All BoP boost pressure points of support must be corrected by the Delta boost pressure.

## 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 parameters may amongst others be adjusted:

- Vehicle minimum weight
- Air restrictor
- Boost pressure limitation
- Maximum permitted fuel volume
- Ground clearance / minimum ride height
- Pit time

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.

*The Clerk of the Course, in consultation with the stewards, reserves the right to make changes to the above parameters in the event of obvious deviations from the valid BoP / reference data, even during the race. In this case, the respective team(s) will be notified by Race Control of the new classification parameters and the time from which they must be respected.*



DMSB genehmigt am 24.05.2022

Mischa Eifert

Koordination Sport

