

**Bulletin No. 3 of 22 May 2017
to the Supplementary Regulations
ADAC Zurich 24h-Rennen 2017**

24h-Rennen

Log No B

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Approved with DMSB-Reg.-No. 01/2017 of 23.12.2016

The following changes and supplements are introduced with immediate application
(Changes/ supplements are shown in *italics*)

**Chapter I of the Supplementary Regulations
Sporting Regulations**

Art. 15. Scrutineering / Technical Checks

Art. 15.10.1 is ADDED:

„Art. 15.10.1 Tyre Documentation

Recording of the used 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 SPX, SP Pro and GT3 vehicles of the homologation years from 2010, the following DMSB prescriptions are mandatory for the ADAC 24h Race.

The team concerned must record an allocation of the tyres to the corresponding start number, using the DMSB form “Tyre Documentation List Race Team at the 24h Race” (see www.24h-information.de/24h-Rennen).

It is the teams' responsibility to record the use of the various tyre specifications on the DMSB form immediately after tyre fitting. They must deliver this form to the DMSB officials upon request after the corresponding practice session, qualifying and race in order to ensure at all times an examination for compliance with the Sporting Regulations.

The completed lists must be submitted by the participant in the Race Office, Race Control Tower, 1st floor, immediately until 30 minutes at the latest after the opening of the Parc Fermé after the race end or until 30 minutes at the latest after the corresponding practice session/qualifying.

For the time of the 24h Race, page 4 -Race, race stint 1-2 must be submitted by the participant in the assigned office until 10:00hrs on 28.05.2017. It is hereby irrelevant whether 12 stints have already been completed by this deadline.

These DMSB provisions include Appendix 1, Art. 7.5, Appendix 2, Art. 2.4, and Appendix 3, Art. 2.5 of the Supplementary Regulations.”

Art. 18 Pits, Pit Stops

Articles 18.2.4 – 18.2.4.6 are ADDED:

„Art. 18.2.4 Pit Time Regulations

During the race, all the cars of classes SP-X, SP-PRO, SP9 (FIA-GT3), SP9-LG (FIA-GT3), SP10 (SRO-GT4) must comply with a minimum pit time. Moreover, the organiser reserves the right, to introduce or to suspend pit times for vehicles. The pit time will be calculated from the moment the car crosses the pit lane entry line until it crosses the line at the end of the pit lane.

The pit time duration for the first pit stop depends on the number of the laps completed in the stint / race section which begins with the race start and ends with the first entry into the pit lane (see Appendix 1, column A, Sporting Regulations). For class SP10 (SRO-GT4) (Appendix 2 column A, Sporting Regulations).

The pit time duration for the subsequent pit stops then depends on the laps completed in that particular race section which begins with the exit from the pit lane and ends with the next entry into the pit lane (see Appendix 1 column B, Sporting Regulations). For class SP10 (SRO-GT4) (Appendix 2 column B, Sporting Regulations).

The above rules will be suspended from a remaining race duration of less than 70 minutes and replaced with the following:

In the period from a remaining race duration of less than 70 minutes (not before 69 minutes and 59 seconds) up to a remaining race duration of 30 minutes (not after 30 minutes and 00 seconds), the applicable pit time is calculated on basis of the following provisions.

18.2.4.1

*Number of completed race laps (see **Appendix 1**, column B, Sporting Regulations).
For class SP10 (SRO-GT4) (see **Appendix 2**, column B, Sporting Regulations).*

18.2.4.2

*According to the remaining race duration (see **Appendix 1**, table 2, column C, Sporting Regulations).*

*For class SP10 (SRO-GT4) (see **Appendix 2**, table 2, column C, Sporting Regulations).*

Hereby, the remaining race duration at the moment of crossing the pit entry line shall apply.

18.2.4.3

The pit times resulting from Art. 18.2.4.1 and Art. 18.2.4.2 are opposing. The accordingly shorter pit time must be respected.

18.2.4.4

It is permitted to remain below the minimum pit time on condition that the corresponding car is not refuelled. The number of the completed race laps will in this case not be reset.

18.2.4.5

Only cars which have already proceeded to a pit stop within the period from a remaining race duration of less than 70 minutes and up to 30 minutes and in compliance with Art. 18.2.4.1, Art. 18.2.4.2 as well as Art. 18.2.4.3 are no longer subject to specific pit times for any subsequent pit stops.

18.2.4.6

From a remaining race duration of less than 30 minutes (from 29 minutes and 59 seconds 999), the aforementioned rules are suspended, i.e. there are no more pit times. This applies likewise for cars which are in the pit lane at this moment.

Examples to pit time rules – see **Appendix 3**.

The organiser will try to inform on the applicable pit time at the moment the car enters the pit lane on a separate TV channel and indicate this in form of the elapsing time.

It is the participants' responsibility to respect the applicable minimum pit stop time.

Any manual or automatic marking of the pit entry or pit exit line by the participants or by team members is prohibited.

When leaving the pit area allocated to the car, the car must proceed to the pit lane exit at appropriate speed. Any stopping or obvious slowing down of a car in the pit lane once it has left its pit area is prohibited and will be checked by the pit marshals. Under no circumstances must any other participant be obstructed or endangered. Any failure to comply will be reported to the Clerk of the Course.

Any failure to comply with the pit time will result in a penalty according to Article 27.9 (see also Article 39.2 Classification Penalties)."

Anhang 1 / zu Art 18.2.4 wird NEU eingefügt / **Appendix 1 / to Art. 18.2.4 is ADDED:**

Boxenzeit für die Klassen / Minimum pit stop time for classes:
SP-X, SP-PRO, SP9(FIA-GT3), SP9-LG(FIA-GT3)

Tabelle / Table 1

	A	B
gefahrene Rennrunden Laps completed	Boxenzeit (Sek.) für 1. Boxenstopp nach Rennstart Pit time (sec.) for 1st pit stop after the race start	Boxenzeit (Sek.) ab 2. Boxenstopp nach Rennstart Pit time (sec.) from 2nd pit stop after the race start
11	289	279
10	267	257
9	244	234
8	219	209
7	196	186
6	173	163
5	151	141
4	129	119
3	106	96
2	84	74
1	61	51

Tabelle / Table 2

	C
verbleibende Rennzeit in ganzen Minuten remaining race time in whole minutes	Boxenzeit "letzter Stopp" in Sekunden Pit stop time "last stop" in seconds
69	206
68	204
67	201
66	198
65	196
64	193
63	190
62	188
61	185
60	182
59	180
58	177
57	175
56	172

55	169
54	167
53	164
52	161
51	159
50	156
49	153
48	151
47	148
46	146
45	143
44	140
43	138
42	135
41	132
40	130
39	127
38	125
37	122
36	119
35	117
34	114
33	111
32	109
31	106
30	103

Anhang 2 / zu Art 18.2.4 wird NEU eingefügt / Appendix 2 / to Art. 18.2.4 is ADDED:

Boxenzeit für die Klasse / Minimum pit stop time for class:
SP10(SRO-GT4)

Tabelle / Table 1

	A	B
gefahrte Rennrunden Laps completed	Boxenzeit (Sek.) für 1. Boxenstopp nach Rennstart Pit time (sec.) for 1st pit stop after the race start	Boxenzeit (Sek.) ab 2. Boxenstopp nach Rennstart Pit time (sec.) from 2nd pit stop after the race start
11	244	234
10	226	216
9	207	197
8	186	176
7	167	157
6	149	139
5	130	120
4	112	102
3	94	84
2	76	66
1	57	47

Tabelle / Table 2

	C
verbleibende Rennzeit in ganzen Minuten remaining race time in whole minutes	Boxenzeit "letzter Stopp" in Sekunden Pit stop time "last stop" in seconds
69	161
68	159
67	157
66	155
65	153
64	151
63	149
62	147
61	145
60	143
59	141
58	139
57	137

56	135
55	133
54	131
53	129
52	127
51	125
50	123
49	121
48	119
47	117
46	115
45	113
44	111
43	109
42	107
41	105
40	103
39	101
38	99
37	98
36	96
35	94
34	92
33	90
32	88
31	86
30	84

Anhang 3 / zu Art. 18.2.4 wird NEU eingefügt / Appendix 3 / to Art. 18.2.4 is ADDED:

Beispiele Boxenzeit SP9(FIA-GT3), SP9-LG(FIA-GT3), SP-X, SP-PRO / Examples pit stop times SP9(FIA-GT3), SP9-LG(FIA-GT3), SP-X, SP-PRO

Beispiel Example	Rest Renndauer in Min / Remaining race duration in min.	Boxenstopp nach x Runden Pit stop after x laps	Spalte B in Sek Column B in sec.	Spalte C in Sek Column C in sec.	Kommentar Notes	Strafe wenn Penalty if
1	60	8	209	182	Lower value = Column C (182s)	below 182s
2	60	3	96	182	Lower value = Column B (96s)	below 96s
3	68	8	209	204	Lower value = Column C (204s)	below 204s
4	35	9	234	117	Lower value = Column C (117s)	below 117s
5	65	1	51	196	Lower value = Column B (51s)	below 51s
6	65	1	51	196	No minimum pit time if no refuelling of the car	If car is refuelled and below 51s
7	65	2	74	196	Lower value = Column B (74s)	below 74s
8	35	4	119	117	Lower value = Column C (117s)	below 117s
9	54	2	74	167	Lower value = Column B (74s)	below 74s
10	65	3	96	196	Lower value = Column B (96s)	below 96s
11	29	8	0	0	Rule suspended after remaining race duration of 30 minutes or less	
12	75	8	209	0	Outside 70 minutes remaining race duration	below 209s
13	40	2	0	0	Mandatory minimum pit time suspended, 2 nd stop	

Beispiele SP10(SRO-GT4) / Examples SP10(SRO-GT4)

Beispiel Example	Rest Renndauer in Min Remaining race duration in min.	Boxenstopp nach x Runden Pit stop after x laps	Spalte B in Sek Column B in sec.	Spalte C in Sek Column C in sec.	Kommentar Notes	Strafe wenn Penalty if
1	60	8	176	143	Lower value = Column C (143s)	below 143s
2	60	3	84	143	Lower value = Column B (84s)	below 84s
3	68	8	176	159	Lower value = Column C (159s)	below 159s
4	35	9	197	94	Lower value = Column C (94s)	below 94s
5	65	1	47	153	Lower value = Column B (47s)	below 47s
6	65	1	47	153	No minimum pit time if no refuelling of the car	If car is refuelled and below 47s
7	65	2	66	153	Lower value = Column B (66s)	below 66s
8	35	4	102	94	Lower value = Column C (94s)	below 94s
9	54	2	66	131	Lower value = Column B (66s)	below 66s
10	65	3	84	153	Lower value = Column B (84s)	below 84s
11	29	8	0	0	Rule suspended after remaining race duration of 30 minutes or less	
12	75	8	176	0	Outside 70 minutes remaining race duration	below 176s
13	40	2	0	0	Mandatory minimum pit time suspended, 2 nd stop	

Art. 19 Refuelling, Fuel Deposit

Art. 19.1.7 is changed as follows:

“...“

For all vehicles:

~~During all refuelling operations the position of the vehicle must not be modified in any of the three movement axis. Any lifting, lowering, pushing or turning of the vehicle during the refuelling operation is prohibited.~~

The refuelling operation begins with the removal of the nozzle from the fuel pump support and ends with the removal of the nozzle from the filler cap of the vehicle. Only one nozzle may be used for refuelling. For classes SP-Pro, SP-X, SP9 (FIA-GT3) und SP9-LG (FIA-GT3) the provisions of attachment 6 are applicable.

“...“

Art. 19.1.8.1 is ADDED:

„Art. 19.1.8.1

Special provisions for all vehicles

Should it be necessary to remove residual amounts of fuel from the tank of the race car before the start of the race, the following provisions must be respected.

For any removal of residual fuel amounts, if necessary, the provisions of Art. 3.2.8 in Chapter II, General Technical Regulations for all cars, must absolutely be respected. These residual amounts may only be stored temporarily in gas-tight and fluid-tight containers which must moreover be appropriate for fuel storage. Fuel may only be removed inside the pits.

The corresponding residual fuel amounts must be returned into the tank of the race car before the beginning of each session. It is not permitted to store residual fuel amounts in the pits for a longer time than absolutely necessary. With the beginning of the race, all the residual fuel amounts must be completely returned into the vehicle tank from the aforementioned containers.“

Art. 27 General Code of Driving Conduct

„Non-compliance with the minimum pit time will result in the following penalty:

Time penalty, 32 seconds plus the time difference of staying below to the minimum pit time to be taken in the area of the Race Control Tower – A time penalty (may be combined with a pit stop).

Art. 27.11 is ADDED:

„27.11

Exceeding the maximum fuel amount at refuelling in the race pursuant to BoP

Time penalty, 5 seconds for each litre over the maximum amount. (Registered fluid quantity will be rounded up to the full litre), standing time in the area of the Race Control Tower – A time penalty (may be combined with a pit stop),”

Art. 31. Top 30 Qualifying – Practice/qualifying – Drivers’ change – Qualification for the Race

Art. 31.3 Change of Drivers / Driver Change Control Card is changed as follows:

““““

The qualifying Control Card must be submitted at the Race Office in Race Control Tower until 30 minutes after the end of the last qualifying at the latest whereupon the crews will receive their Control Card No 1 for the race.

The Driver Change Control Card 1 must be returned on Sunday in the period between 08:00 and 09:00hrs, whereupon the teams will receive their Control Card 2.

This Card must be returned until 15:00hrs at the latest.

““““

In addition to DMSB-Bulletin 02/2017 - DMSB Regulations of Events run on Circuits Appendix 2 (Particularities at the Nürburgring Nordschleife), Art. 2a) Design Requirements, Point 7.1 (Minimum driving height), the following provisions shall apply.

Chapter I of the Supplementary Regulations
Sporting Regulations

Art. 44 is ADDED

„Art. 44 Dynamic Measurement of the driving height (measuring roll)

44.1 General

In addition to the static vehicle height (min. 70mm) pursuant to Bulletin 02/2017 to the DMSB Prescriptions for Events run on Circuits, Appendix 2, each vehicle must pass the dynamic height measurement in driving over the measuring roll). For this purpose, the measuring roll is adjusted to a height of 62 mm (action value 60mm).

All cars of classes SP-X, SP-PRO, SP9 (FIA-GT3 including SP9-LG) must drive over the dynamic device for measuring the vehicle height (measuring roll) every time they enter the pit lane in the qualifying and in the race.

Excepted hereof are cars of the above classes driving with wet-weather tyres on the race track and in the pit lane. It is furthermore not mandatory to drive over the measuring device in case of a wet track.

Only the Clerk of the Course shall decide whether the track is wet or not. Drivers will be instructed accordingly in front of the measuring station.

The Clerk of the Course moreover reserves the right to suspend the obligation to drive over the measuring roll for certain cars (e.g. damaged cars).

No participant may overtake another participant whilst the cars are driving over the measuring roll (indication by means of a yellow flag in the area of the pit lane access).

44.2 Omitting the measuring roll or inappropriate driving over the measuring roll

At all times during the competition, the cars must take the measuring roll centrally with regard to the left and the right wheels of the front and the rear axle and they must respect a minimum speed of 50 km/h and the maximum permitted pit lane speed. Any omission or inappropriate driving over the measuring roll (e.g. damaging the measuring roll or impeding of other participants due to unnecessary slowing down when driving over the measuring roll) will be monitored by a judge of fact and reported to the Clerk of the Course for the application of a penalty. Protests against the decision of the judge of fact are not accepted.

Standard penalty in qualifying:

1st infringement: Drop of three grid positions for the race;

2nd infringement: Drop to the last grid position of the corresponding start group for the race;

3rd infringement: Report to the Stewards for the application of an additional penalty.

Standard penalty in the race:

1st infringement: 1 minute time penalty;

2nd infringement: 5 minutes time penalty;

3rd infringement: Report to the Stewards for the application of an additional penalty.

44.3 Non-compliance with the minimum ride height in the qualifying

Non-compliance with the minimum driving height pursuant to Art. 44.1 will be indicated to the driver by means of an optical signal (yellow flashing light). If the driving height is below the dynamic minimum driving height, the car, after passing the measuring roll, must immediately be brought to pit 3 for a static height measurement to be carried out on the assigned measuring surface. Only after this check may the car proceed to its pits.

The provisions of Bulletin 02/2017 to the DMSB Prescriptions for Events run on Circuits, Appendix 2, are applicable for the static measurement of the minimum driving height; the measuring results are not considered in the case of value below 1.5 bar for the tyre air pressure on the front axis. With the agreement of the corresponding driver/team, the scrutineers may proceed to an air pressure measurement and adjust the air pressure (onto 2.0 bar).

In coordination with the competitor, the scrutineer will record whether the non-compliance with the minimum ride height is a result of a technical failure (e.g. tyre damage or bodywork parts hanging down).

If the scrutineer determines that there is no technical failure on the car or if a previously established technical failure was not remedied/corrected, the Clerk of the Course will be informed of the infringement of the regulations in relation to the minimum driving height.

Standard penalty in the qualifying:

1st infringement: Drop of 10 grid positions for the race;

2nd infringement: Drop to the last grid position of the corresponding start group for the race;

3rd infringement: Report to the Stewards for the application of an additional penalty.

Moreover, cars which have been reported for repeated release of the measuring roll during qualifying may be ordered by the Clerk of the Course to proceed to pit 3 for a check.

44.4 Non-compliance with the minimum driving height during the race

Non-compliance with the minimum driving height pursuant to Art. 44.1 will be indicated to the driver by means of an optical signal (flashing light).

If a non-compliance with the minimum ride height is established at the third successive passage of the measuring roll, the car must proceed to pit 3 for a static height measurement on the assigned measuring surface immediately after having passed the measuring roll.

Only after this check may the car proceed to its pits.

The provisions of Bulletin 02/2017 to the DMSB Prescriptions for Events run on Circuits, Appendix 2, are applicable for the static measurement of the minimum driving height; the measuring results are not considered in the case of value below 1.5 bar for the tyre air pressure on the front axis. With the agreement of the corresponding driver/team, the scrutineers may proceed to an air pressure measurement and adjust the air pressure (onto 2.0 bar).

In coordination with the competitor, the scrutineer will record whether the non-compliance with the minimum ride height is a result of a technical failure (e.g. tyre damage or bodywork parts hanging down).

If the scrutineer determines that there is no technical failure on the car or if a previously established technical failure was not remedied/corrected, the Clerk of the Course will be informed of the infringement of the regulations in relation to the minimum driving height.

Standard penalty in the race:

Report to the Stewards.

Moreover, cars which have been reported for repeated release of the measuring roll during qualifying may be ordered by the Clerk of the Course to proceed to pit 3 for a check."

DMSB approval 25 May 2017

Signed Michael Günther
Sport Director