



General Regulations for Series run on Circuits / Automobile Sport

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Name of the Series:

VLN Langstreckenmeisterschaft Nürburgring 2017

DMSB Visa Number:

...../.....

Status of the Series/Events

International

National A incl. NSAFP (National Series with FIA-Approved Foreign Participation)

National A incl. NEAFP

National A

Preface:

Diversity is a main issue in the VLN Langstreckenmeisterschaft Nürburgring. The average of 160 vehicles, starting from production-based, small compact cars up to the most sophisticated race cars, participate in each race.

Promoter/Organisation:

Veranstaltergemeinschaft Langstreckenmeisterschaft Nürburgring (VLN) OHG

Contact:

Karl Mauer
VLN OHG Chief Representative

Peter Bröcher
Head of Sport

Dietmar Busch
Managing Director VLNVV GmbH

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These regulations consist of 53 pages and 12 appendices

Part I Sporting Regulations

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• Introduction

The VLN Langstreckenmeisterschaft Nürburgring is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions for Events run on Circuits and the National Sporting Regulations of the (ASN). It will be run in conformity with the Series' Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Articles 253 and 277).

The competitions will be organised in compliance with the DMSB General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

The series is supported by the following companies:

- Allgemeiner Deutscher Automobil Club (ADAC)
- Uniwheels GmbH
- Essen Motor Show
- Gran Turismo
- H&R Spezialfedern GmbH + Co. KG
- ROWE Mineralölwerk GmbH

For the purpose of these Regulations, the indication 'driver' is used to represent a person of either gender.

• Organiser

2.1 Details on titles and awards of the Series

The Veranstaltergemeinschaft Langstreckenmeisterschaft Nürburgring OHG organises the VLN Langstreckenmeisterschaft Nürburgring 2017 for the year 2017.

2.2 Name of the parent ASN

DMSB – Deutscher Motor Sport Bund e.V.

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on with visa number

2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)

Veranstaltergemeinschaft Langstreckenmeisterschaft Nürburgring (VLN) OHG
Nürburgring Boulevard 2,
53520 Nürburg
Homepage: www.vln.de

2.5 Composition of the organising committee

Karl Mauer
Chief Representative of the VLN OHG
Am Bach 10
54579 Üxheim
Phone: +49 2696 2779945
Mobile: +49 172 6249773
E-Mail: mauer@vln.de

Peter Bröcher
Head of Sport
An den Klippen 26b
D-57462 Olpe
Phone: +49 2761 64585
Fax: +49 2762 929890
Mobile: +49 171 8334558
E-Mail: broecher@vln.de

Dietmar Busch
Managing Director VLN Veranstaltungs- und Vermarktungsgesellschaft mbH (VLNVV)
Otto-Flimm-Straße
D-53520 Nürburg
Mobile: +49 171 2897767
E-Mail: busch@vln.de

2.6 List of Officials (permanent Officials) (See also Supplementary Regulations of each event)

N/A

2.7 ASN Delegates

Michael Günther

DMSB Observer:
TBA

- **Regulations and Legal Basis of the Series**

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- Appendix 2 to the DMSB Circuit Regulations
- DMSB Licence Regulations
- DMSB Legal System and Code of Procedure (RuVO)
- FIA Judicial and Disciplinary Rules
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agencies (WADA/NADA Code) as well as Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series, including DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements, where applicable
- FIA and DMSB Codes of Ethics and Code of Behaviour and DMSB Code of Ethics
- Other provisions issued by the FIA and by the DMSB

3.1 Official language

German

Only the German and DMSB approved text of the Regulations will be binding.

3.2 Responsibility, modification of the regulations, cancellation of the event

- The participants (competitors, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risk. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

• Registrations / Entries

4.1 Registrations

The competitor and/or driver must submit his application to be admitted to the VLN Langstreckenmeisterschaft and to participate in the Prize Money classification in the corresponding categories of the VLN Langstreckenmeisterschaft Nürburgring until 20th June 2017, using the form provided by the series organiser "Application for registration".

The series organiser reserves the right to accept late application.

The completely filled in and signed application must be sent to the following address:

Dietmar Busch,
 VLN Veranstaltungs- und Vermarktungsgesellschaft mbH
 Otto-Flimm-Straße
 D-53520 Nürburg
 busch@vln.de.

All registrations shall be submitted until 20th June 2017 at the latest.

- Registrations will be administered on a first come first serve basis.
- Registrations become binding upon the specific confirmation issued by the VLN.
- Only registered teams and drivers are eligible for the Prize Money classifications of the competitions.
- Only results obtained after the registration confirmation will be considered for the Prize Money classification.

4.1.1 Registration Fee

The registration fee for the complete season 2017 will be 1,400 € for competitors with a valid competitor's licence and 500 € for each driver. The fee must be paid by cheque or by bank transfer upon the submission of the registration.

A registration submitted by a competitor is valid for one car. Competitors wishing to register several cars may submit a separate registration for each car.

Summary of the services for registered drives/competitors

	Driver	Competitor
Free choice of the start number in the corresponding class until the entry closing date of the first event, thereafter upon availability of free start numbers.	X	X
1 permanent car pass for car park VIP-P 1 (value 225 €). If the car park is full it will be closed by the marshals. In this case, car pass holders have no legal claim and no claim for any kind of reimbursement.	1	3
Priority in the allocation of pit areas for participants registered in time, provided the registration fee has been paid, as far as pit areas are available	X	X
VLN permanent season tickets	1	2
Invitation to the VLN annual prizegiving ceremony (valid for two persons), subject to participation in at least 5 VLN Championship races.	1	2
Possibility to purchase VLN permanent season tickets at the price of 108 € each or VLN day passes at the price of 12 € each	X	X
Participation in the VLN annual prize money classification.	X	
Priority in the allocation of camping areas up to the entry closing date		X

The VLN reserves the right to refuse a registration, indicating the reasons. The acceptance of a registration does not automatically include the guarantee for a start place at each of the VLN qualifying races 2017.

Registrations are accepted if confirmed in writing by the VLN. The competitor or driver may cancel his/her registration at any time. The registration fee will not be refunded, neither in total nor in parts.

All accepted participants will receive a written confirmation of their registration.

4.2 Entries, Entry Closing Date

Separate entry forms shall be submitted for each car and for each individual event with indication of the driver names.

The maximum number of eligible cars is specified on the DMSB track licence.

Entries submitted by non-registered drivers will be accepted, if possible, on a first come first serve basis. In addition, the individual event organisers are ready to admit reserve drivers. Registered drivers will have priority. These additional cars must successfully pass scrutineering and may be admitted to practice.

The reserve cars, if applicable, will be admitted to practice in the order of the reserve start numbers. If a reserve car is not admitted, the complete entry fee will be refunded. There will be no additional compensation.

A driver may be entered for the maximum of two cars at the same event. One, two, three or four drivers may be entered for each car, except for the 6 hours race for which the minimum of two drivers must be entered for each car.

After the entry closing date, the driver entered by the competitor may be replaced by another driver until 30 minutes before the practice. The new driver must then sign the entry form and pass administrative checks (DMSB General Event Prescriptions).

The organiser of each race must receive the original entry form including the entry fees for each competitor/driver until seven days before the corresponding race at the latest. The entry fees must be paid in form of a cheque or by bank transfer to the organiser's account. The entry is only accepted if confirmed in writing by the organiser.

Entries for which the entry fee has not been paid until five days before the corresponding event will not be administered.

Entry confirmations will be sent – also electronically – from five days prior to the event.

4.2.1 Entry Fees

The entry fees for each VLN event must be submitted to the corresponding organiser. The entry form must be accompanied by the entry fees in form of a cheque or the fee must be transferred to the organiser's account. The competitor or first driver undertakes to provide evidence on the correct payment of the entry fees (please mark clearly on the bank transfer). The cheques will be cashed by the corresponding organiser after the entry closing date.

The entry fees for each event are graduated as follows:

Group / Class	500 €	1,000 €	1,500 €
VLN production cars 1 to 4	X		
VLN production cars 5 to 6		X	
VLN production cars VT1 and VT2	X		
VLN production cars VT3		X	

VLN Specials 2 to 4		X	
VLN class TCR		X	
VLN Specials 5, 6, 7, 8			X
VLN Specials 10 (SRO GT4)			X
VLN Cup vehicles 1: Opel Astra OPC Cup		X	
VLN Cup vehicles 2: Porsche Carrera Cup			X
VLN Cup vehicles 3 : Cayman GT4 Trophy by Manthey Racing			X
VLN Cup vehicles 4: TMG GT 86 Cup	X		
VLN Cup vehicles 5: BMW M235i Racing Cup		X	
VLN Group H 2	X		
VLN Group H 4			X
VLN-Specials AT		X	

In class SP 10 (SRO GT4), no drivers of FIA category Platinum and the maximum of one driver of FIA category Gold are eligible. In class SP 10 (SRO GT4), single tyres which will be specified in a Bulletin must be used.

The entry fee for vehicles of classes VLN Specials PRO and VLN Specials X is 3,500 €

In class SP 9 (FIA-GT3), there will be three classifications with the following entry fees in 2017:

TEAM PRO:	4,500 €
Team PRO/AM:	3,500 €
TEAM GENTLEMEN:	3,000 €

Details on the classifications and the eligible drivers TEAM PRO / TEAM PRO/AM and TEAM GENTLEMEN are specified in Article 8.

An additional fee of 100 € is payable for the 6-h Race (except for SP9, SPX, SP Pro).

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• **Guard Rails, Damage to the Track and Energy Costs**

In addition to the entry fees, a contribution of 300 EUR, 370 EUR for the 6h Race, which will not be refunded is payable for each entry in 2017. For participants in the VLN production car classes 1-4, VT1, VT2 and VLN Cup 4, this fee is reduced to 120€ per race (6 Hour Race: 170€).

An energy fee of 60 € shall be payable by each participant using tyre heaters or other devices to warm their tyres. This amount must also be attached to the entry form as a cheque or be transferred onto the organiser's bank account (with proof to be established by the competitor or the 1st driver).

The use of electrically driven, non-registered tyre heating devices will result in the mandatory payment of 100 EUR.

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• **Refund of Entry Fees**

Entry fees will be completely refunded in the following cases:

- Non-admission of reserve cars
- The withdrawal of an entry is only accepted until 3 days before each event, an administration fee of 100 EUR will be retained. This fee will only be refunded if the organiser has received a written withdrawal within the above deadline. The reimbursement will be completed within three weeks after the event.
- Cancellation of the event pursuant to the DMSB General Event Prescriptions.

4.2.2 Amalgamation of classes

If less than three cars are entered in a class by the entry closing date, the organiser is entitled to amalgamate this class with the next higher class/es of the same vehicle group. If an organiser makes use of this option, he must publish this with the entry confirmation. In this case, the organiser must set deadline for the competitors to exercise their right of withdrawal.

4.3 Start Numbers

Each participant will be supplied by the VLN with permanent start numbers for the complete season.

Four start numbers must be affixed to each race car as follows: On the front doors, on the windscreen (on the right side for left-hand driven cars and on the left side for right-hand driven cars) as well as on the upper right side of the rear windows or the hatchback (dimension 10 x 15 cm in fluorescent colour). The start numbers must be affixed onto the number panels provided by the organiser. Only the original panels and start numbers (original size, black and white) may be used.

The basic equipment is free of charge. In the case of a loss or damage of the basic equipment, the start number panels must be purchased upon payment of a fee of 20 EUR for each set (single panels = 7 Euro).

• Licences

5.1 Required license grades

a) Drivers

Eligible are drivers holding an International competitor and driver licence issued by DMSB or by another FIA-affiliated ASN, valid for the year 2017. The following license grades are eligible:

A, B, C, D, C/D-historic

For races on the Nürburgring Nordschleife

Drivers need to hold a DMSB Permit Nordschleife (DPN) valid for the year 2017 additional to the required licence as mentioned above

Grade A

Grade B

Grade C

according to the DMSB list of vehicle category

b) Competitors

Competitors wishing to register together with the driver must hold an International Commercial or Club Competitor Licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2017 and have paid the registration fees.

Sponsors or patrons wishing their name to appear beside the driver's name in the official programme as well as in the entry, start and result lists without assuming the entrant's responsibility at the same time may apply for a "DMSB Sponsor Car for companies, clubs, teams" (only valid for events in Germany approved by DMSB except FIA events and International Series).

c) Guest drivers

The VLN may admit guest drivers holding a valid International Competitor and Driver Licence as well as the DPN grade A/B in accordance with Art. 5.1 to the races.

Provided that they comply with the conditions stipulated in the Series Regulations as well as in the Supplementary Regulations for the corresponding event, they may participate without being eligible in the points and prize money classifications. Registered drivers will be given priority in the admission to start.

Specific provisions/ regulations for guest starters

N/a

d) Age regulations

In accordance with the current DMSB Licence Regulations.

Each driver must be at least 18 years old at the date of the event.

5.2 Requirements for competitors outside their national territory

For all events, foreign competitors / drivers must submit the authorisation of their own ASN, in accordance with Art. 2.3 of the ISC.

For all events with the status National A (NSAFP), DMSB licence holders as well as the holders of a licence issued by another ASN affiliated to the FIA are eligible to participate and will be allocated points for this Series.

• Insurance; Liability Exclusion and Disclaimer

6.1 Organiser's/promoter's insurance

In accordance with the DMSB General Event Regulations.

6.2 Declaration by the competitor, driver and passenger (= participant) on the exclusion of liability, disclaimer of the vehicle owner

In accordance with the DMSB General Event Regulations.

• Events

7.1 Calendar of events

Race 1	25.03.2017	- 63 rd ADAC Westfalenfahrt
Race 2	08.04.2017	- 42 nd DMV 4-Stunden-Rennen
Race 3	24.06.2017	- 59 th ADAC ACAS H&R-Cup
Race 4	08.07.2017	- 48 th Adenauer ADAC Rundstrecken-Trophy
Race 5	19.08.2017	- ROWE 6 Stunden ADAC Ruhr-Pokal-Rennen
Race 6	02.09.2017	- 40 th RCM DMV Grenzlandrennen
Race 7	23.09.2017	- 57 th Reinoldus-Langstreckenrennen
Race 8	07.10.2017	- 49 th ADAC Barbarossapreis
Race 9	21.10.2017	- 42 nd DMV Münsterlandpokal

All races will take place at the Nürburgring Nordschleife.

The provisions in relation to the DMSB Permit Nordschleife (DPN), see Article 5.1a) of these Regulations, are applicable.

Organisers

The following organisers will organize a round of the VLN Langstreckenmeisterschaft Nürburgring 2017 respectively:

Race 1: 63rd ADAC Westfalenfahrt

ADAC-Westfalen e.V., Freie-Vogel-Straße 393, D-44269 Dortmund, Contact: Hans Georg Filzek, Phone: +49 231 / 5499-236, Fax: +49 231 / 5499237, E-Mail: adac@vln.de

Race 2: 42nd DMV 4-Stunden-Rennen

Renngemeinschaft Düren e.V. DMV, An der Windmühle 32, D-52399 Merzenich, Contact: Robert Rust, Phone: +49 2421 / 931445, Fax: +49 2421 / 931446, E-Mail: robert.rust@t-online.de

Race 3: 59th ADAC ACAS H&R-Cup

AC Altkreis Schwelm e.V. im ADAC, Postfach 1107, D-58240 Ennepetal, Contact: Michael Schulte, Phone: +49 2333 / 81024, Mobile: +49 157 52936784, E-Mail: schultenina@web.de

Race 4: 48th Adenauer ADAC Worldpeace Trophy

MSC Adenau e.V. im ADAC, Postfach 58, D-53512 Adenau, Contact: Hartmut Mauer, Phone: +49 2696 / 569, Fax: +49 2696 / 931412, E-Mail: hartmut_mauer@hotmail.com

Race 5: ROWE 6 Stunden ADAC Ruhr-Pokal-Rennen

MSC Ruhr-Blitz Bochum e.V. im ADAC, Oskar-Hoffmann-Straße 110, D-44789 Bochum, Contact: Horst Helmuth Bube, Phone: +49 234 / 9325815 + 300261, Fax: +49 234 / 9325858, E-Mail: Ruhrblitz@t-online.de

Race 6: 40th DMV Grenzlandrennen

Rheydter Club für Motorsport e.V. DMV, Abtshofer Straße 34, D-41066 Mönchengladbach, Contact: Harald Lüpertz Phone: +49 2161 / 666476, Fax: +49 2161 / 666476, E-Mail: h.luepertz@rcm.de

Race 7: 57th ADAC Reinoldus-Langstreckenrennen

Dortmunder MC e.V. im ADAC, Hörder Neumarkt 4, D-44263 Dortmund, Contact: Wolfgang Lemmens Phone: +49 231 / 4257900, Fax: +49 231 / 42579019, E-Mail: dortmund@vln.de

Race 8: 49th ADAC Barbarossapreis

MSC Sinzig e.V. im ADAC, Postfach 1337, D-53477 Sinzig, Contact: Franz-Peter Dinkelbach, Phone: +49 2642 / 44817, Fax: +49 2642 / 905409, E-Mail: vln@msc-sinzig.de

Race 9: 42nd DMV Münsterlandpokal

MSC Münster e.V. DMV. Postfach 5527, D-48030 Münster, Contact: Rolf Krimpmann, Phone: +49 2043 / 7390949, Fax: +49 251 / 7477235, E-Mail: muenster@vln.de

7.2 Maximum number of eligible vehicles

The maximum number of cars permitted to participate is specified in the corresponding track licence and published in the Supplementary Event Regulations.

7.3 Running of the Competitions

a) Practice

There will be a timed practice session of up to 90 minutes duration which will be the basis to determine the starting grid for the race. All vehicles parked in their garage must remain in or at their garage until practice starts. Practice will normally start at 08h20, without timekeeping. The practice session to determine the positions on the starting grid will begin at 08h30 (please check in the Supplementary Event Regulations).

Any vehicle standing in the fast lane when the pit lane changes from red to green will result in a fine of 100 € applied by the Stewards.

To start a timed lap, the drivers may directly join the Line through the Coca Cola corner and an acceleration line. Timing will be on the track only (**not in the pit lane**). The starting grid will be drawn up on basis of the fastest practice lap of each car. After taking the chequered flag at the Line, all cars must proceed with reduced speed. A pace car with a yellow flag will take up the cars at post 4 in front of the first car which has taken the chequered flag. All marshals' posts will simultaneously show yellow flags and direct the cars into the pit lane behind the NGK chicane (post 44).

Access to the pit lane from the Nordschleife during practice is only possible over the Grand Prix circuit behind the NGK chicane.

Each driver must complete at least one timed practice lap. Failure to provide evidence may result in the non-admission to start. Any waivers may be granted by the Clerk of the Course.

b) Starting Grid

All drivers must cover one lap using the Grand Prix Circuit / short connection and proceed to the starting grid to join the various starting groups according to their practice times in full race equipment and with the car driving under its own power. No other person is admitted on board in this lap. The car must be pushed to its final start position on the start and finish straight. The fastest in practice of the corresponding starting group occupies the position on the first grid row, on the right side. Free grid positions resulting from the no-show of qualified drivers will not be closed by the cars in the same line moving up, they must be maintained until the start of the race (green lights). The cars must be positioned on the left and right sides of the starting grid so that a centre lane remains clear for the passage of other participants. Any change of tyres on the track (starting grid) before the formation lap is subject to the Clerk of the Course's permission who may approve this in the drivers' briefing.

An announcement by the track speaker will be given five minutes before the pit exit is closed. Once the pit lane is closed, no more cars will be allowed to join the starting grid.

The Clerk of the Course may permit cars which are still in the pits at this moment to start the formation lap or the first race lap from the pit lane at the end of their corresponding starting group.

c) Closing of the pit lane

The pit lane will be closed at 11:25hrs. The Clerk of the Course may communicate another time (see timetable).

d) Formation lap

If the engine cannot be started at the beginning of the formation lap, the car may be push-started, as far as possible.

The official leading car will guide the vehicles over the complete race track to the Line (formation lap). Any car which is overtaken by the whole field of its corresponding starting

group must remain at the end of the starting grid / group and start the race from the back of the grid. Cars which are not overtaken by the whole field may overtake to re-establish the original starting order only until they arrive at the grid board (end of Döttinger Höhe). Any change of the grid position after the grid board until the start of the race (green lights) is strictly forbidden and will result in a report by the marshals to the Clerk of the Course.

Any car which is overtaken by the official leading car of a subsequent starting group must take the start from the end of that starting group.

Cars may only directly enter the pit lane from the formation lap if they are at the end of their respective starting group and behind the last regularly starting car.

Starting procedure in compliance with the DMSB General Circuit Prescriptions.

e) Start

The rolling start will be given in three starting groups. The start of the second starting group will be given approximately 2:30 minutes after the start of the first starting group and the start of the third starting group at an interval of approximately 2:30 minutes after the second starting group.

When the official leading car pulls off and the yellow flag is lowered in the official car the race is under the control of the starter. The cars must approach the Line at a speed of approximately 80 km/h. The starting signal will be given when the red light changes to green, whereupon the grid positions may be changed.

Cars which are still in the pit lane may then join the race. The time of one minute will be added for all cars starting from the pit lane (after the formation lap). Any car wishing to start the race later must obtain the Clerk of the Course's / Race Control's permission. Any radio communication of participants during the starting procedure is forbidden.

The start may be delayed in case of bad weather conditions. In any such case, the Clerk of the Course will take a decision to delay the start up to the last possible deadline on a case-by-case basis.

f) Code of driving conduct

All drivers must carefully study these prescriptions, respect the signals and the related instructions.

Any car which cannot be towed for technical reasons will, if circumstances allow, be pushed to the track verge by the safety marshals and by the DMSB-Staffel and must remain there until the end of practice or race. All participants must exercise utmost care in these areas so that they do not endanger themselves or the car that has broken down. **The responsibility of the participants to avoid accidents has priority over the sporting performance.**

It is explicitly reminded that the organiser is **not obliged** to recover cars which have stopped beside the track during practice or race due to technical failure. All the marshals' instructions must be respected. The organiser declines any responsibility or liability for stolen cars or car components or other items that are damaged by third parties.

Drivers retiring on the track must remain in the vicinity of their car (behind the barriers) so that they are able to support the recovery of their car by the DMSB Staffel or by the safety marshals. Any car abandoned on the track must be left in neutral gear and the ignition must be switched off.

The flag signals do not release the participants from their obligation to drive in a manner that does not endanger others.

A speed limit of **60 km/h** is enforced in the pit lane.

The compliance with the speed limit in the pit lane is electronically controlled.

After completion of a pit stop, the driver must have reached the end of the pit facilities before he may return to the track to rejoin the race. **It is his responsibility to make sure** that he does so without putting other drivers at risk.

The official measuring system of the organiser (GPS data) shall be decisive for controlling the speed.

Pit-lane speeding during the qualifying sessions and the race

Any infringement of the pit lane speed limit during the timed practice will not result in a grid penalty but in a penalty applied in the race. Any infringement established by Race Control will be communicated to the participants after the timed practice via loudspeaker, the internal information system (channel 9) as well as by publication on the official notice board.

Any infringement established by Race Control in the race will be communicated to the participants during the race via loudspeaker, the internal information system (channel 9) as well as by publication on the official notice board.

Penalties for speeding in the pit lane, in the timed practice or in the race: See DMSB Circuit Regulations, Appendix 2.

All drivers must comply with the provisions of the Appendix L to the ISC regulating the driving conduct on race circuits. These provisions are completed as follows.

Any driver failing to fulfil the requirements for practice or race may be disqualified from the event.

A minimum distance of one metre to the **pit wall** must as a principle be respected on the Line. The centre line of the track must be kept clear for rescue vehicles in the case of the stopping or suspension of the race.

The use of an automatic and permanent headlight flasher during practice or race is prohibited. The headlight flasher must always be actuated manually.

The following applies for all overtaking manoeuvres:

- * Cars flashing to the left - drives / remains on the left side.
- * Cars flashing to the right - drives / remains on the right side.
- * No flashing lights - the car remains on race line.

Fast interventions vehicles may moreover be deployed and modify the itinerary/ track line with pylons at the place of an accident.

The organiser reserves the right to deploy Race Control Vehicles during the event to control the compliance with the Code of Driving Conduct and with the safety prescriptions. These vehicles will carry a special identification.

The flash lights (flag masters) used in the VLN have the same significance as a single waved yellow flag.

Any infringement established by Race Control will be communicated to the participants after the timed practice via loudspeaker, the internal information system (channel 9) as well as by publication on the official notice board.

Ignoring the double waved yellow flags in the timed practice: See DMSB Circuit Regulations, Appendix 2.

Race:

In the case of an infringement established by Race Control during the race will be communicated to the participants during the race via loudspeaker, the internal information system (channel 9) as well as by publication on the official notice board.

Ignoring the double waved yellow flags in the race: See DMSB Circuit Prescriptions, Appendix 2.

No protest or appeal against the classification penalty applied by the Clerk of the Course is accepted.

The Stewards may furthermore apply additional penalties.

The DMSB reserves the right to impose further penalties.

Protests against the measuring method and the GPS system's functionality are not accepted.

Protests against the interpretation of the measuring method are, however, admissible.

Minimum pit time

For reasons of equality in competition, of safety in the pit area or to compensate different supply rates in the fuel system during the race, specific vehicle classes must comply with a minimum pit time for each pit stop.

The minimum pit times will be communicated to the participants by means of a Bulletin to these Sporting Regulations and during the events be displayed on the timing monitors.

The minimum pit time is equal to the time period between crossing the pit lane entry line and crossing the line at the end of the pit lane.

It is the competitors' responsibility to comply with the applicable minimum pit time.

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

When the car leaves its allocated pit area, it must proceed to the end of the pit lane with a maximum speed of 60 km/h. Any stopping or clearly slowing down of the car in the pit lane once it has left its pit area is prohibited and will be checked by the pit lane marshals. Under no circumstances may other participants be impeded or endangered. Any infringement will be reported to the Clerk of the Course.

Non-compliance with the minimum pit time will result in a penalty.

g) Pits

Children younger than 14 years old as well as handicapped persons are only admitted in the pits if accompanied by adults. Visitors and guests are generally not admitted in the pit lane. A coloured line indicates the separation between the pit lane and the pits.

For safety reasons, smoking is prohibited in the complete area of the pit installations.

The available pits may be rented from VLN.

Contact: Horst Golombeck, Friederika Strasse 82, D-44789 Bochum,
Telephone: +49 (0)2 34 – 331111 • E-Mail: boxen@vln.de

Pits can be only be rented (until Saturday 7 a.m.) together with the renting of the fuel pump. It is reminded that the renting period for the pits near start and finish expires on Saturday 7 a.m. From 7 a.m., the pits are under the control of the organiser who makes them available to the participants as racing pits. It is prohibited to lock the pits on Saturday. On the race day,

the pits must be in clean condition and cleared until one hour after the passage of the last car. Any failure to respect may result in a fine.

- The pits will be allocated by the organiser or his representative.
- The setting up of advertising or other separation walls in the pits is subject to the previous approval by the Clerk of the Course.
- **The fast lane must be completely kept clear also before and after the event. Any failure to comply will result in a sports penalty of 100 €.**

During practice and race, drivers may proceed to their pits over the pit lane access of the Grand Prix Circuit. During the race, the time for this short lap (Grand Prix circuit) will be added to the still running lap. No time will be added or deducted from the lap time. Only during practice is it permitted to join the start and finish straight directly from the short lap.

Any stopping in the pit lane is only permitted in the working lane, in front of the pits. Any stopping on the tarmac lane or on the fast lane without compelling reason is prohibited.

Only drivers and team members are admitted at the pits. All drivers and team members must as a principle remain behind the yellow line (in front of and inside the garage), except when:

- Team personnel crosses the pit lane to give signals to the driver. This must be done quickly and with utmost care. Each participant will be allocated a limited area at the pit wall. The maximum of two team members to give signals to their driver is allowed at the pit wall. The organiser will provide tabards to these two team members (see Part II, Art. 2) who must always use these tabards.
- A car is about to come in for a pit stop. One team member may direct the car under strict observation of the traffic in the pit lane. It is not permitted to set up any devices to mark the final position of the race car. Additional team members may only cross the yellow line when the car has stopped and work is to be carried out. Tyres, spare parts, tools etc. may only be located in front of the pits once the car has arrived.

During a pit stop, service and repair carried out on the race car is permitted. The number of team members working on the car is free. If service and repair is carried out during refuelling, the time for this service and repair may not exceed the time needed for the refuelling procedure. Immediately after the refuelling procedure, the race car must leave the area of the fuel pump to clear it for other teams wishing to refuel. Any repairs which take longer than the refuel procedure itself must be carried out in the pits. The rear pit gates must be closed.

Any refuelling procedure may not be interrupted (exception: breakdown of the refuel device or for reasons of fire protection).

Removal of fuel and refuelling in the pits

For safety reasons, it is prohibited to remove fuel from the cars or to refuel the cars in the pits. Any such work may only be carried out on the sealed surface in front of the pits and respecting the corresponding fire protection arrangements.

Any failure to respect will result in a penalty applied by the Clerk of the Course.

h) Driver change

The VLN has received a waiver from the DMSB allowing for the driving time of single drivers to be more than 4 hours in exceptional cases (amongst others meteorological conditions). For the 6-Hour-Race, a minimum rest of 30 minutes must be respected after a driving time of 3 ½ hours. All drivers starting practice or the race must be registered on the drivers' change card and be confirmed by signature of the relevant marshal.

Any driver's change must take place at the pits or at the fuel station under the control of a marshal. The change must be confirmed on the drivers' change card by time registration and registration of the helmet number (immediately after a driver's change), marshal's signature, indication of names, name and signature of the replaced driver. All control cards are administered by the competitor / driver; they are also responsible for the registrations, signatures and for the submission.

At the gas filling station, only the drivers' change, the cleaning of the windscreen and engine oil check including oil replenishment are permitted.

The following applies in addition for a driver change in the classification TEAM PRO/AM in class SP 9 (FIA-GT3):

- For teams with the maximum of one driver of FIA category Gold and the maximum of one driver of FIA category Bronze: A maximum driving time of 1:40 hours applies for the driver of category Gold and a minimum driving time of 60 minutes for the driver of category Bronze. If there is a second driver of category Bronze in the team, the minimum driving time is reduced to 30 minutes for each Bronze driver.
- There are no minimum or maximum driving times for drivers of category Silver.
- In the case of a non-compliance with the maximum driving time (Gold drivers) or the minimum driving time (Bronze driver), a time of 30 seconds for each second below the minimum driving time and/or for each minute above the maximum driving time will be added by the Clerk of the Course to the total driving time.

i) Suspension / Stopping of the race

Should it become necessary to stop or suspend the race, the Clerk of the Course or his deputy will order the red flag to be shown at the Line. Red flags will simultaneously be shown at the marshals' posts along the circuit and by the DMSB Safety Crews. Waved red flags are the signal that the race is suspended/ stopped. The cars must proceed back to the pits or to the Parc Fermé if instructed to do so, parc fermé rules do not apply at the pits. The marshals' instructions must be strictly respected.

In the case of a stopping or suspension, the race classification will be as indicated in the DMSB Circuit Regulations Article 16.2 and/or Article 16.3. In order to be classified, the vehicle must have crossed the Line or the extended finish line in the pit lane after the last classified lap under its own power.

If less than two race laps have been completed by the race leader when the signal to stop or suspend the race was given, the starting grid for the new start will be the same as the original one. If the race leader has completed more than two classified race laps, the starting grid for the new start will be drawn up in the original starting groups according to the positions at the end of the last classified lap.

Free positions on the starting grid, if any, may not be completed. Free rows on the starting grid will however be closed.

In the case of a restart, the duration of the second part will be 30 minutes less than the scheduled total race duration (four or six hours), less the first part. Retired participants who are not able to restart to the second part will nevertheless be considered as "starter".

In the case of a race in two parts, the overall classification will be based on the addition of the classification up to the stopping of the race and of the remaining race duration from the suspension until the chequered flag.

After the suspension of a race the restart will take place in three starting groups behind leading cars (Art. 7.3d, 7.3e).

j) Finish of the race

Any stopping on the Line without being compelled to do so is prohibited and will lead to non-classification. When the end-of-race signal is given, all the cars must slow down. An official leading car will join the field at post 4 in front of the first car which has taken the chequered flag to guide the cars after the NGK chicane (post 44) after the practice to the paddocks or after the race to the right in direction paddocks and into the parc fermé.

The **red** light at the pit exit will be activated at the moment the end-of-race signal is shown to the first car. From this moment no car may leave the pit lane. **Any car which is still in the pit lane at that moment is considered to have retired.** Any car which enters the pit lane when the end-of-race signal is shown and crosses the virtual Line in the pit lane will be classified as if it had crossed the Line on the circuit. All cars which have not completed the Grand Prix Circuit and the Nordschleife in combination at the moment the end-of-race signal is shown (by the Clerk of the Course) are considered to have retired.

A special car identification will be issued in the Driver Info Office by the organiser from one hour prior to the race end to recover cars from the track. The time window to join the track is limited and will be communicated at the distribution of the identification.

k) Official Notice Board

All announcements by Race Control on the day of the event will be published on the electronic information system and be posted on the Official Notice Board. The official practice results, the starting grid and the official race results will only be posted on the Official Notice Board.

l) Radio communication

It is reminded that radio communication on the frequencies 148.33 ; 147.59 ; 147.73 ; 165.03 ; 165.15 and 165.19 megahertz is reserved for the organisation of track safety. Additional frequencies may be reserved at short notice, if considered necessary by Race Control. Any team failing to respect these provisions and using one of these frequencies will receive the black flag. Radio communication is allowed in all classes.

m) Sports and classification penalties

All sports and classification penalties listed in these Regulations and in the DMSB General Prescriptions for Events run on Circuits will be applied by the Clerk of the Course or the Stewards of the Meeting.

Protests and/or appeals against any penalties inflicted for dangerous driving or for speeding in the pit lane are not admitted.

The following penalties may be inflicted by the Clerk of the course without observation of any special procedures. They are part of the Clerk of the Course's authority and will be communicated by modifying the results or indicating a Stop-and-Go-Penalty.

Classification penalties:

Non-classification of practice laps, deletion of race laps, time penalties for:

Infringement of the provisions in the Supplementary Regulations: see the appropriate articles in the general DMSB Circuit Regulations.

Unfair or dangerous driving, particularly with regard to the provisions in the appendices H and L of the ISG.

Ignoring of driving rules in areas that are protected by one or several yellow flags .
Failure to submit the driver-change control card and unconfirmed driver change.

Non-admission to the start or disqualification for:

Infringements of the driving rules under yellow flags.

STOP and GO Penalty

The team will be informed on the stop-and-go penalty by Race Control (via loudspeaker, runner or the electronic information system) **and/or** the drivers by showing a STOP and GO board together with the car's number at the Line. From the moment when the STOP and GO board is displayed or the penalty is announced, the respective driver must serve his penalty time within the following three laps. The driver must hence proceed to the STOP and GO area within these 3 laps.

The STOP and GO Penalty area is located at the Race Control Tower. The driver must stop in the marked area and may rejoin the race when the Go board is shown.

A STOP and GO penalty may **not** be combined with a pit stop.

In the case of a time penalty imposed during the last 30 minutes of the race, an additional time penalty of 35 seconds will be added by the Clerk of the Course to the elapsed time of the car concerned.

n) Paddock regulations

The paddocks are reserved for the race cars and the service vehicles. All cars must clearly display their car pass on the windscreen. All the other cars may only use the areas allocated to them for parking. Caravans and mobile homes are not considered to be service vehicles. The paddock plan is integral part of the Supplementary Regulations. All car transport vehicles must be parked in accordance with the paddock marshals' instructions.

Any trading in goods, services etc. inside the paddocks is subject to the previous approval by the VLNVV and only permitted in the area provided for that purpose (commercial park).

All vehicles of persons failing to respect the marshals' instructions will be towed away at the owner's costs. In addition, the Clerk of the Course may apply his right to refuse the corresponding participant to further take part in the event.

Animals are forbidden in the event area with the exception of dogs (but not in the pits, in the pit lane or any other safety areas) which must, however, be kept on the leash.

Segways are prohibited and may not be used in the paddocks.

Any means of transport (e.g. motor scooters and quads) which fail to hold an insurance may not be used inside the paddocks.

All users of scooters and quads must wear helmets.

Speed inside the paddocks is limited to walking speed (maximum 8 km/h). The Road Traffic Regulations are applicable (e.g. priority to the right). All damage to objects and persons must be settled under private law.

At each event, the paddocks will be open for the participants from 18:15hrs on Thursday evening. Modified schedules, if applicable, will be published in the entry confirmations of each event.

For safety reasons, the pit lane may not be crossed before 20:00hrs on Thursday.

Car wash is only allowed in the areas provided for this purpose (oil separators) and with the approval of the organiser. Infringements may result in the application of a fine.

All the instructions of the marshals must be respected.

Any infringement of the above provisions and prohibitions may result in penalties pursuant to the ISC and the DMSB Regulations.

There will be no security in the paddocks. Participants entering the paddocks before the paddock access check point is set up will not receive any additional car passes at administrative checks.

Contact for paddock issues: See www.vln.de Competitor Information

o) Hospitality tents / team hospitality / costs

Areas (only in 2nd or 3rd row) may be allocated by the VLN upon written application. The fees are: area up to 50 m² - 150 Euro, up to 100 m² - 250 Euro, up to 150 m² - 350 Euro and more than 150 m² - 500 Euro per event. Tents or other structures may be set up on the areas provided for this purpose and according to the instructions of the organiser or of the VLN. It is prohibited to fasten the tents with tent pins. A fee of 200 Euro for each hole drained to fit a tent pin will be charged in case of non-respect. This fee must be paid to the organiser on-site in cash. The form for the rental of tents (www.vln.de) must be used to apply for a space. Priority in the allocation of spaces will be given to registered teams.

All kinds of team hospitality must be co-ordinated with the VLN management board. Licences for a hospitality inside the paddocks may be issued by the VLN management board for Friday and Saturday upon application.

p) Conditions made by Capricorn Nürburgring GmbH (CNG)

Any noise between 6 p.m. and 7.30 a.m. disturbing the night's rest is prohibited according to the Nürburgring official operating licence. It is therefore prohibited to start any race car which is not in compliance with the Motor Vehicle Construction and Use Regulations during this period. This includes the starting of engines in the paddocks and the pits.

The capricorn NÜRBURGRING GmbH pursues active environment protection in all fields. It is expected that participants and everybody involved respect the provisions relating to environment protection. The respect of all the relevant provisions relating to environmental protection is part of the business relations. This applies in particular to the prescriptions concerning the treatment of waste, soil conservation, prevention of water pollution and emission protection. Anybody failing to respect these prescriptions damages the image of motor sports. The conditions issued by Capricorn NÜRBURGRING GmbH in the information sheet "Environmental Notes for Racing Teams" in its current version are binding.

The respect of all the relevant provisions relating to environmental protection, in particular the dealing of fuels and lubricants, is part of the business relations. Anybody failing to respect these prescriptions damages the image of motor sports.

The following must also be respected:

- The use of vehicles/ motorcycles/ scooters by children and by persons without a driving permit is forbidden.
- The use of skateboards or similar means of locomotion and the use of any mean of transportation which is liable to insurance but does not have an insurance cover according German laws is prohibited.
- The respect of all the relevant provisions relating to environmental protection is part of the business relations. This applies in particular to the prescriptions concerning the

treatment of waste, soil conservation, prevention of water pollution and emission protection. Fuel, oil and other matters which might cause environmental hazards must be handled with the utmost care. Any offence may result in a Fine.

The system of waste separation applied by the CNG is in force. Any waste must be separated as follows and collected in the provided waste containers:

- DSD substances (packing material with green point)
- glass
- paper/pasteboard
- remaining waste
- used oil and oil polluted matters (oil filters, empty oil cans, etc.)

Used oil and oil-polluted solid matters may only be left at the area of the Nürburgring in quantities relative to the event.

Any further special waste (car batteries, brake liquids, etc.) as well as used tyres, rims, plastic parts of any kind, full plastic bags, cooler and bodywork parts may not be left at the circuit and must be removed from the paddock area of the corresponding team and from the Nürburgring area. Any offence will result in a fine.

If internal generating sets are used in the area of the CNG, the user must absolutely exclude the possibility for a return feed into the CNG network and for a voltage increase of the neutral conductor (N) resp. the PEN-conductor of the CNG network. If these conditions are not fulfilled, the use of internal generating sets is prohibited for the area of the CNG.

Any sale of food, beverages, accessories, souvenirs, T-Shirts, merchandising etc. on the event area and on the area of the CNG is prohibited.

Any infringement of the aforementioned prescriptions may result in a fine of 500 EUR and the person/s concerned may be banned from the premises upon instruction of the CNG. Any expenses resulting from the non-respect by a participant of the conditions implied by CNG will be charged to the causer.

q) Joint responsibility of competitors and drivers

The competitor shall be responsible for all acts or omissions on the part of their drivers, mechanics, his employees, direct or indirect, in accordance with Art. 9.15 of the International Sporting Code.

Furthermore, in accordance with Art. 9.15 of the FIA International Sporting Code, each person is equally responsible for any breach of the FIA International Sporting Code or of the National Regulations.

r) Qualifying races

All races will run over the distance of 4 hours and/or 6 hours. Alternative event configurations, if applicable, will be communicated in detail and in due time.

s) Qualification

Each driver of a team must complete at least one timed practice lap. Should evidence of compliance with this condition not be provided, admission to the race will be refused. Waivers may be granted by the Clerk of the Course (see 7.3 a) Training).

In addition, each driver of a team must also complete at least one timed race lap. A time penalty (addition of time) of 3 minutes will be applied by the Clerk of the Course in case of non-compliance, provided that the race is not stopped ahead of schedule. This time penalty will not be applied if a medical certificate can be produced.

- **Classification**

8.1 Scale of Points

The classification for each round of the VLN Langstreckenmeisterschaft Nürburgring will be drawn up on basis of the race distance covered by the winner. The team which has completed the greatest number of race laps at the end of the scheduled time will be proclaimed winner. If two or more cars have completed the same number of laps priority will be given to the car with the lower driving time. The end-of-race signal will be given at the Line to the leader at the end of the lap in which the scheduled time has elapsed. The timing line is applicable on the track and in the pit lane.

Only laps completed under the car's own power will be considered. Eventual time penalties will be added to the driving time. The time difference at the start for the second and third starting groups will be taken into consideration when establishing the results.

In order to be classified, participants must have completed at least 70% of the total distance of their respective class winners and 50% of the overall winner (commercial rounding) and they must cross the finish line under their own power at the latest 20 minutes after the chequered flag came out.

The following classifications will be established at each event:

- Class classification
- Group classification
- Overall classification
- Classifications TEMA PRO / TEAM PRO/AM / TEAM GENTLEMEN

All the participants are eligible to score points for the annual overall classification (registered rivers and guest drivers). Only registered participants will however be eligible for the internal classifications issued by the VLN for the awarding of cash and non-cash prizes.

The classification will be made by classes and based on the organisers' official result lists and the classes in accordance with Part I, Article 7.2, and points will be allocated in accordance with the table below:

Allocation of points

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
1	5,00	7,50	8,33	8,75	9,00	9,17	9,29	9,38	9,44	9,50	9,55	9,58	9,62	9,64	9,67	9,69	9,71	9,72	9,74	9,75	9,76	9,77	9,78	9,79	9,80	1
2		2,50	5,00	6,25	7,00	7,50	7,86	8,13	8,33	8,50	8,64	8,75	8,85	8,93	9,00	9,06	9,12	9,17	9,21	9,25	9,29	9,32	9,35	9,38	9,40	2
3			1,67	3,75	5,00	5,83	6,43	6,88	7,23	7,50	7,73	7,92	8,08	8,21	8,33	8,44	8,53	8,61	8,68	8,75	8,81	8,86	8,91	8,96	9,00	3
4				1,25	3,00	4,17	5,00	5,63	6,11	6,50	6,82	7,08	7,31	7,50	7,67	7,81	7,94	8,06	8,16	8,25	8,33	8,41	8,48	8,54	8,60	4
5					1,00	2,50	3,57	4,38	5,00	5,50	5,91	6,25	6,54	6,79	7,00	7,19	7,35	7,50	7,63	7,75	7,86	7,95	8,04	8,13	8,20	5
6						0,83	2,14	3,13	3,89	4,50	5,00	5,42	5,77	6,07	6,33	6,56	6,76	6,94	7,11	7,25	7,38	7,50	7,61	7,71	7,80	6
7							0,71	1,88	2,78	3,50	4,09	4,58	5,00	5,36	5,67	5,94	6,18	6,39	6,58	6,75	6,90	7,05	7,17	7,29	7,40	7
8								0,63	1,67	2,50	3,18	3,75	4,23	4,64	5,00	5,31	5,59	5,83	6,05	6,25	6,43	6,59	6,74	6,88	7,00	8
9									0,56	1,50	2,27	2,92	3,46	3,93	4,33	4,69	5,00	5,28	5,53	5,75	5,95	6,14	6,30	6,46	6,60	9
10										0,50	1,36	2,08	2,69	3,21	3,67	4,06	4,41	4,72	5,00	5,25	5,48	5,68	5,87	6,04	6,20	10

11																					0,45	1,25	1,92	2,50	3,00	3,44	3,82	4,17	4,47	4,75	5,00	5,23	5,43	5,63	5,80	11
12																						0,42	1,15	1,79	2,33	2,81	3,24	3,61	3,95	4,25	4,52	4,77	5,00	5,21	5,40	12
13																							0,38	1,07	1,67	2,19	2,65	3,06	3,42	3,75	4,05	4,32	4,57	4,79	5,00	13
14																							0,36	1,00	1,56	2,06	2,50	2,89	3,25	3,57	3,86	4,13	4,38	4,60	14	
15																							0,33	0,94	1,47	1,94	2,37	2,75	3,10	3,41	3,70	3,96	4,20	15		
16																							0,31	0,88	1,39	1,84	2,25	2,62	2,95	3,26	3,54	3,80	16			
17																							0,29	0,83	1,32	1,75	2,14	2,50	2,83	3,13	3,40	17				
18																							0,28	0,79	1,25	1,67	2,05	2,39	2,71	3,00	18					
19																							0,26	0,75	1,19	1,59	1,96	2,29	2,60	19						
20																							0,25	0,71	1,14	1,52	1,88	2,20	20							
21																							0,24	0,68	1,09	1,46	1,80	21								
22																							0,23	0,65	1,04	1,40	22									
23																							0,22	0,63	1,00	23										
24																							0,21	0,60	24											
25																							0,20	25												

If the scheduled distance of a race is shortened or the race is stopped and not resumed, the points will be allocated as follows:

- a. 4 hour race:
- up to 80 minutes = no classification
 - over 80 up to 160 minutes = half points
 - over 160 minutes = full points
- b. 6 hour race:
- up to 120 minutes = no classification
 - over 120 up to 240 minutes = half points
 - over 240 minutes = full points

VLN reserves the right to nominate additional reserve events during the current year as qualifying round/s of the VLN Langstreckenmeisterschaft Nürburgring should a championship race have to be cancelled.

A race is considered to be a qualifying round as soon as it is started.

The following numbers of results will be taken into consideration for the classification:

In the case of nine qualifying races = 2 void results

In the case of up to and including eight qualifying races = 1 void result.

If a driver competes in only seven qualifying rounds, all of the seven results will be taken into consideration.

If a driver is disqualified from the classification of a race, this result can may be considered as one of the eligible void results.

If two or three drivers compete in all the races as a team and achieve the same number of points, they will all be shown in the same position. In this case, the corresponding following positions will be suspended. The prize money for the corresponding positions will be added and be equally shared amongst the drivers which have achieved the same number of points.

The driver/s achieving the highest number of points is/are proclaimed winner of the »2017 VLN Langstreckenmeisterschaft Nürburgring«. The following positions will be determined accordingly. In the case of a tie between two or more teams at the end of the VLN series 2017, the highest number of first class positions will decide and if this is not sufficient, the highest number of second class positions and so on.

In case of a double start, the car which is notified (administrative checks and upon signature) to the organiser until 30 minutes before the start of practice will be taken into consideration for the classification of the driver. If no car is notified, the car with the lower start number will be taken into consideration for the allocation of points. The list of double starters will be published on the Official Notice Board.

Legal proceedings are barred. The 2017 VLN Langstreckenmeisterschaft Nürburgring guidelines are applicable.

The allocation of points will be published after each race on the VLN homepage www.vln.de. Any complaints regarding the allocation of points in a race may be submitted within the 2 weeks following their publication.

After the last race, the overall classification will be published on the VLN homepage www.vln.de. The deadline for the submission of any objections expires 14 days after this publication. Day and time of this deadline will also be published.

In addition to the annual overall classification, the following classifications will be established by the VLN:

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- **Annual overall classification VLN Junior Trophy**

Eligible to participate in the VLN Junior Trophy are drivers born on or after the 1st January 1992. The classification of the Trophy will be drawn up in accordance with the scale of points in Part I, point 8.1, of the VLN Regulations 2017. To be classified in the VLN Junior Trophy, the driver must be correctly registered by using the form available for this purpose. The registration form must be accompanied by a copy of the identity card which clearly shows the date of birth. The driver will only be classified after receipt of the corresponding registration. Any result obtained in a race before receipt of the registration form will not be considered. The driver achieving the highest number of points within the single classifications is proclaimed winner of the Trophy. The following positions will be determined accordingly. The Prize money will only be distributed amongst the drivers and teams registered in the VLN Langstreckenmeisterschaft Nürburgring 2017. It will be added and equally shared amongst the drivers or teams with the same number of points.

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- **Annual overall classification VLN Production Cars Trophy**

The classification of the VLN Production Car Trophy will be drawn up under inclusion of the cars in classes VLN production cars 1 to 6 and VT1 to VT3 in the VLN Langstreckenmeisterschaft Nürburgring 2017. The classification of the Trophy will be drawn up in accordance with the scale of points in Part I, point 8.1, of the VLN Regulations 2017. The driver achieving the highest number of points within the single classifications is proclaimed winner of the Trophy. The following positions will be determined accordingly. The Prize money will only be distributed amongst the drivers and teams registered in the VLN Langstreckenmeisterschaft Nürburgring 2017. It will be added and equally shared amongst the drivers or teams with the same number of points.

- **Annual overall classification VLN Class Winners Trophy**

Within the allocation of points for the races (see Part I, point 8.1), class classifications will be drawn up. Only the results achieved in one and the same class will be eligible. A minimum number of 3 participants on the annual average (commercial rounding) is required. The prize money will only be awarded to drivers registered in the VLN Langstreckenmeisterschaft Nürburgring.

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- **Annual overall classification VLN Speed Trophy**

The top **10** in the overall classification of a race will be allocated the following points: 25, 18, 15, 12, 10, 8, 6, 4, 2, 1, in the order of the position. The points will be allocated to the start

number in combination with the team. The team achieving the highest number of points with the same start number is proclaimed winner. To be eligible for the prize money classification, a registration of the team in the VLN Langstreckenmeisterschaft Nürburgring 2017 is required.

Classification TEAM PRO / TEAM PRO/AM / TEAM GENTLEMEN

The following classifications will be drawn up within the allocation of points (see Part I, point 8.1) for class SP 9 (FIA-GT3):

Classification TEAM PRO:

For teams with one or several drivers of FIA category Platinum.

Classification TEAM PRO/AM:

For teams with the maximum of one driver of FIA category Gold and the minimum of one driver of FIA category Bronze (minimum and maximum driving times: see Art. 7.3.h).

Classification TEAM GENTLEMEN:

For drivers of FIA category Bronze or drivers not listed by the FIA. GT3 cars up to the year 2014 are eligible in the classification GENTLEMEN.

Note: See below link to the FIA Drivers' List and the application forms: <http://www.fia.com/fia-driver-categorisation>

For each of the aforementioned classifications, separate cups will be awarded at each VLN event for the winners according to Article 13.2. For the VLN annual classification (VLN Class Winners Trophy and VLN Speed Trophy), the allocation of points will be based on the actual position of the team within the complete class SP9 (FIA GT3).

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8.2 Tie in the VLN Junior Trophy and in the VLN Production Car Trophy

In the case of a tie, the correspondingly following positions will be suspended.

• **Private testing and tests**

At presumably six races, VLN will organise test and set-up sessions on the shortened Grand Prix Circuit on the day before the race. Details will be communicated before the corresponding events.

Provisional timetable

Scrutineering

Each Friday from 12:00 to 19:00hrs
Each Saturday from 07:30 to 08:30hrs

Timed practice

Each Saturday from 08:30 to 10:00hrs
Or according to modified schedule.

Race

Each Saturday from 12:00hrs

- **Administrative checks**

The following documents must be submitted by the driver/competitor:

- * Competitor licence
- * Driver licence
- * DMSB Permit Nordschleife (DPN)
- * ASN authorisation if necessary
- * Vehicle identity card or
- * Vehicle identity card / the vehicle's ASN documents

Each team will receive:

Hirer of pits for the complete season:

- * Permanent car pass "R" or "S", valid for the complete season, DIN A4; not valid for passenger cars
- * Team ticket, valid for the complete season, for transports etc. into and out of the paddocks.
No authorisation for parking inside the paddocks (only for loading and unloading)

One-event starter/ hirer:

- * One-event car pass "S" with seal, not valid for passenger car
- * One-event team ticket for transports etc. into and out of the paddocks. No authorisation for parking inside the paddocks (only for loading and unloading)
- * both for collection in House "D" Scharfer Kopf
- * upon presentation of the entry confirmation
- * location is published under www.vln.de Competitor Information
- * Advertising according to part II, Article 14.1
- * Start number panels (1 set per season, see Part III Article 9)
- * 3 sets of start numbers
- * 1 set of small start numbers (upper right rear window or hatchback)
- * 1 coloured starting group identification sticker (upper right side of windscreen)
- * 1 driver change card for practice (submission at the Driver Info – Office 6, until 15 minutes after practice ends)
- * 1 driver change card for the race (submission at the Driver Info – Office 6, until 15 minutes after the end of the race)
- * Driver tickets according to number of entered drivers
- * 8 team tickets (12 for entry fee category > 2,000 €)
- * 2 tabards for admission to the pit wall, upon deposit of 100 € (only valid in combination with team ticket, see Regulations last page). Issue and collection of tabards at transponder distribution at Administrative Checks.

German drivers must present a DMSB Vehicle Identity Form. For foreign drivers, the Identity Form or another technical document issued by the corresponding ASN will be accepted. Vehicles with a valid official approval for road traffic are also accepted.

10.1 Administrative checks – schedule

Each Friday from 11:00 to 19:30hrs

Each Saturday from 07:00 to 08:00hrs

See also Supplementary Event Regulations and/or Official Notice Board.

10.2 Drivers' Briefing/ written notes

The drivers' briefing will take place in German and English languages on each Friday at 18:30hrs and on each Saturday at 07:45hrs in the Media Centre (Race Control Tower/TÜV Tower). Any non-attendance or non-presence throughout the complete duration (according to sign-on list) will automatically result in a fine of 100 Euro, payable to the DMSB. A summary of the basic issues presented at the Briefing will also be distributed in writing.

• Scrutineering / Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (including start numbers) and it must comply with the applicable technical regulations.

The presentation of a car at scrutineering is considered to be an implicit confirmation of the participants that the corresponding car complies in all points with the Technical Regulations and the applicable homologation. Scrutineering of a car shall never be considered as a confirmation that the car complies in all points with the current Technical Regulations.

The following car documents must be submitted:

- Vehicle Identity Form or registration document/motor vehicle registration certificate Part I or Part II
- Vehicle Identity Form / ASN certificate for the car
- Homologation form
- Copy with extract of G vehicle list
- Certificate for rollover structure
- Certificate for fuel tank (for additional fuel tank or non-standard fuel tank)

11.1 Repair, sealing and marking of vehicle parts

Any car which - after having passed scrutineering - is damaged or technically modified or converted so that its conformity with the Technical and/or Safety Regulations might be called into question must be re-presented to the scrutineers and be approved in order to be allowed to continue in practice/ qualifying or race. Competitors and drivers must present the car concerned without special request. All cars must at all times during an event, also after having passed scrutineering, be available for further checks.

Any part damaged through wear or accident may only be replaced by an original spare part. All spare parts must comply with the original part regarding shape, material and dimensions. The manufacturer of this part is free. Permitted modifications must not result in any unauthorised modification. Any accessories and all kinds of special equipment which are available for the Federal Republic of Germany from the manufacturer upon surcharge at the time when the car is purchased are considered to be standard parts for the interpretation of these Regulations, unless they are not subject to any other restrictions in application of these Regulations.

For all bodywork repairs or the replacement of parts or components of body sheets, the design of the welding must be identical to the original welding seams. See also bodywork repair manual, DVD or CD. This applies for the position as well as for the area of the welding seams. Original welding seams must not be rewelded, nor may additional weldings be added for reinforcement.

It is permitted to replace the bodywork of a car which had an accident by a replacement bodywork, but the vehicle identification number (VIN) must be retrained.

The engine of cars in group VLN production cars will be sealed at the cylinder head cover / front cover.

Participants undertake to create the possibility for sealing for the scrutineers. It is the competitor's responsibility to see that the seals remain undamaged. Bores of 2.5mm must be in place.

Seals from the year 2016 remain valid.

The seals are registered, numbered and only valid for the car which had undergone the performance test. The seals are valid for the current year only.

For vehicles with turbocharger, the turbocharger and for vehicles in compliance with the Cup 2 regulations (Porsche) the restrictor disc will also be sealed.

The following components of the engine electronic assembly may in addition be sealed by a scrutineer:

1. Control unit	4 Turbocharger
2. Wire plug on OBD and control unit	5 Cylinder head cover
3 OBD interface	6. Front cover

Competitors must provide the technical possibility for sealing, and they must amongst others secure the engine control unit on/with clamping bracket, alternatively on the control unit chamber (e.g. BMW 3 series E 36) by means of a wire seal / adhesive seal. The parts to be secured must be replaced in the presence of a scrutineer. Any missing or damaged seal is considered to be an unauthorised manipulation. It must be possible for the competitors to specify the installation positions of the components at Scrutineering.

VLN reserves the right to check the performance of each car after the race. The costs for the performance test shall be borne by the participant. The participant must provide standard production tyre equipment for the performance test (no M&S tyres or semi slick tyres).

11.2 Timetable for scrutineering before the start and technical checks

See also corresponding Supplementary Event Regulations and/or Official Notice Board.

Pits 1 to 3 in the GP paddocks, in the pits or at another location in the paddocks.

Always on Friday from approximately 12:00 to 19:00hrs
Always on Saturday from approximately 07:30 to 08:30hrs

Scrutineering times may be defined according to classes or according to pit allocations.

The exact scrutineering times will be published in the entry confirmation.

Final scrutineering immediately after the race end for selected cars.

- **The race**

12.1 Use of wet-weather tyres

The competitor / driver is responsible for the use of wet-weather tyres.
During the qualification practice and the race, the tyres in all classes are free.

12.2 Maximum number of persons working on a car and safety equipment

See Part 1, Article 7.3.g).

Fire protection in accordance with Art. 1.12.2. It is the team's responsibility to provide the team members with the appropriate safety equipment which can be checked by the organiser during the race.

12.3 Pit stop safety and competitor's responsibility when starting from the pit area

See Part I, Article 7.3.

- **Title, prize money and trophies**

13.1 Title overall winner

The title

VLN Langstrecken Meister Nürburgring 2017

will be awarded to the driver who has scored the highest number of points after all the qualifying events (after deduction of the void results).

13.2 Prize money and trophies

30 percent of the participants in each class as well as of the three classifications (TEAM PRO / TEAM PRO/AM / TEAM GENTLEMEN) within class SP 9 (FIA-GT3) will receive trophies.

- **Cash and Non-Cash Prizes**

Non-cash awards Cups will be allocated up to the 25th position. In addition, the following cash prizes will be awarded to the registered drivers in the top 25 of the VLN Langstreckenmeisterschaft Nürburgring 2017:

Cash prizes for registered drivers:

1st place	6,000 €
2nd place	4,500 €
3rd place	4,000 €
4th place	3,000 €
5th place	2,000 €
6 th to 25 th place	1,000 € each

VLN Junior Trophy, non-cash prizes for the top three

Cash prizes for registered drivers:

1 st place	1,500 €
2 nd place	1,000 €
3 rd place	500 €

VLN – Production Car Trophy, non-cash prizes for the top three

Cash prizes for registered drivers:

1st place	1,500 €
2nd place	1,000 €
3 rd place	500 €

VLN Class Winners Trophy: 500 € and non-cash prize (for registered drivers)

VLN Speed Trophy : 2,500 € and non-cash prize (for registered drivers)

The cash and the non-cash prizes will be awarded during a prizegiving ceremony, date and place will be communicated in due time. Cash and non-cash prizes which are not personally collected during the annual prizegiving ceremony will be kept by the VLN.

• **Protests and appeals**

The FIA International Sporting Code, the DMSB Event Regulations, the DMSB Legal System and Code of Procedure and, for appeals to the FIA, the FIA Judicial and Disciplinary Rules are applicable for protests and appeals.

Protest deposit (DMSB):

Status National A: 300 €

Appeal deposit (DMSB):

Status National A: 1,000 €

Appeal deposit appeal (FIA): 6.000,00 €

An additional fee of 3.000,00 € charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal fees are not subject to legal VAT.)

• **Exclusion of jurisdiction of a court and limitation of liability**

- The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.
- No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

• **TV rights / Advertising and television rights**

All the copyright and picture rights lie with the Veranstaltergemeinschaft Langstreckenmeisterschaft Nürburgring VLNVV including the pictures which are adopted by television broadcasts.

All television rights of the VLN Langstreckenmeisterschaft Nürburgring, including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on

the use of the complete electronic media, including internet, lie with the Veranstaltergemeinschaft Langstreckenmeisterschaft Nürburgring VLNVV. Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the VLN is prohibited.

The VLN has the right to promote the results of the participants in the VLN Langstreckenmeisterschaft Nürburgring 2017 without having to pay any kind of fees.

The VLN owns the media rights in all races and in all other VLN events and the VLN has the right to transfer these rights to third parties. With the submission of the entry, the participant acknowledges that the VLN and its partners have all the rights pertaining to the use of the sporting successes in word, picture and sound without having to pay any special royalties.

- **Specific regulations**

Mandatory transponders

A timing transponder that is simultaneously used as noise measuring transponder as well as a GPS system of the company GPSoverIP is compulsory for all cars participating in practice and/or race. The timing transponders supplied by the VLN or by the official timekeeping company (currently the company WIGE) must be installed and be in working order throughout the entire duration of the event. The use of own timing transponders (if compatible with WIGE) is also possible upon payment of an administration fee of 25 € per event.

The correct working order of the transponder and of the GPS system is part of scrutineering and falls under the responsibility of the driver or team. Before starting any part of the event, all drivers and teams must ensure that their transponder is working correctly by checking the flash.

Use of the timing transponder

As long as the transponders provided by the VLN or by the official timing company (currently the company WIGE) remain in the car, a fee of 25€ will also be charged for events in which the competitor does not take part. Damaged transponders will not be taken back and be charged against the deposit of 450 € as compensation. The deposit of 450 € will also be charged for any lost transponder.

Use of the GPS system

To further improve the safety systems on and beside the race track, the use of a GPS system supplied by the company GPSoverIP is mandatory for all participants. Each participant must ensure that the system works properly and correctly in the car. The GPS system is amongst others used to determine the current positions of the corresponding car. These data will be used to investigate in the case of non-respect of yellow flags/signals and may be used by Race Control to fix a penalty. Speed will be monitored by Race Control. Infringements will result in classification penalties or in penalties applied by the Stewards!

All transponders are distributed and collected at the place of administrative checks.

Details and installation instructions can be found at www.vln.de.

Part 2 – Technical Regulations

- **Technical series regulations**

1.1 Summary of the eligible groups/ classes

VLN Production Cars:

Class VLN Production Cars V1	up to 1.620 cc
Class VLN Production Cars V2	over 1.620 up to 1.800 cc
Class VLN Production Cars V3	over 1.800 up to 2.000 cc
Class VLN Production Cars V4	over 2.000 up to 2.500 cc
Class VLN Production Cars V5	over 2.500 up to 3.000 cc
Class VLN Production Cars V6	over 3.000 up to 3.500 cc
Class VLN Production Cars VT1 (with supercharger)	up to 1.620 cc
Weight/performance ratio at least 8 kg/kW, max. performance 150 kW	
Class VLN Production Cars VT2 (with supercharger)	over 1.620 up to 2.000 cc
Weight/performance ratio at least 7 kg/kW, max. performance 210 kW	
Class VLN Production Cars VT3 (with supercharger)	up to 3.000 cc
Weight/performance ratio at least 5.2 kg/kW, max. performance 320 kW (see Part 2, Technical Regulations, paragraph 1.6)	

VLN Specials (complying with the 2017 ADAC Zurich 24 h Race regulations and the appropriate Appendices)

SP 1	up to 1.400 cc
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VLN-Specials (according to 2017 ADAC Zurich 24h-Race regulations and the appropriate appendices)

SP 2T (Turbo)	over 1,350 to 1,750cc
SP 3	over 1,750 to 2,000cc
SP 3T (Turbo)	over 1,750 to 2,000cc
SP 4	over 2,000 to 2,500cc
SP 4T (Turbo)	over 2,000 to 2,600cc
SP 5	over 2,500 to 3,000cc
SP 6 (only cars that have been approved as vehicles with close-to-production engines)	over 3,000 to 3,500cc
SP 7 (only cars that have been approved as vehicles with close-to-production engines)	over 3,500 to 4,000cc
SP 8 (only cars that have been approved as vehicles with close-to-production engines)	over 4,000
SP 8T (Turbo) (only cars that have been approved as vehicles with close-to-production engines)	over 2,600 to 4,000cc
SP-PRO	over 3,000cc
<small>(Cars with compulsory restrictors according to appendix 5 for the categories SP 6, SP 7, SP 8 i.e. vehicles not approved as vehicles with close-to-production engines.)</small>	
SP 9 (FIA-GT3)	see appendix 3 of the 44 th ADAC Zurich 24h-Race 2017 regulations
SP 10 (SRO-GT4)	see appendix 4 of the 44 th ADAC Zurich 24h-Race 2017 regulations
SP-X (Special application required for the admission)	see appendix 2 of the 44 th ADAC Zurich 24h-Race 2017 regulations

For all specifications of the VLN SP vehicle classes, the Technical Regulations of the ADAC Zurich 24h Race 2017 are applicable.

VLN Specials class 2

Vehicle minimum weight and maximum tank capacity

Up to 1620cc	840kg and 90 ltrs.
Over 1620 to 1750cc	980kg and 100 ltrs.

Group SP AT (admission only upon special application)

Vehicles of group AT only upon application (see DMSB Technical Regulations). Diesel fuel R33 shall also fall under group AT. Refuelling at the special fuel station only upon previous agreement with the corresponding organiser.

Division Group VLN Cup vehicles – see specific provisions and corresponding regulations

Class VLN Cup vehicles 1: regulations.	Opel Astra OPC Cup according to specific 2017 regulations.
Class VLN Cup vehicles 2: 2006, well as 2004 the	Technical Regulations Porsche Carrera Cup of the years 2007, 2008, 2009, 2010, 2011, 2012 and 2013 (997) as 2013, 2014, 2015, 2016 (991) and Porsche Carrera Cup (996) with modifications/ supplements for participation in VLN 2017. Together with the entry form, participants shall confirm
the Cup	year for their race car
Class VLN Cup vehicles 3: specific	Cayman GT4 Trophy by Manthey Racing according to 2017 regulations
Class VLN Cup vehicles 4:	TMG GT 86 Cup according to specific 2017 regulations
Class VLN Cup vehicles 5: regulations.	BMW M235i Racing Cup according to specific 2017 regulations.
Class TCR:	TCR Int. Series Technical Regulations with modifications/ supplements for participation in the VLN 2017

Group H – Built up to 31st December 2008, normally aspirated (according the DMSB Regulations):

Class Group H 1 up to 1600cc
Class Group H 2 over 1600 to 2000cc
Class Group H 3 over 2000 to 3000cc
Class Group H 4 over 3000 to 6250cc

1.2 Principles of the Technical Regulations in conformity with

- Art. of the Appendix J (FIA ISC)
- Technical regulations for DMSB group/s: H, E1-XP, AT-G
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part) as well as Article 253.1 and following
- These Technical Regulations
- Technical Regulations ADAC Zurich 24 Stunden Rennen 2017
- Technical Regulations VLN Production Cars 2017 according to Art 2 ff of these Regulations
- Technical Regulations Carrera Cups 2004 up to 2016 + Special Provisions Cup 2 vehicles
- Technical Regulations Opel Astra OPC Cup
- Technical Regulations TMG GT 86 Cup
- Technical Regulations BMW M235i Racing Cup
- Technical Regulations Cayman GT4 Trophy by Manthey Racing
- Technical Regulations TCR Int. Series with modifications/ supplements for participation in the VLN 2017

1.3 General/Preamble

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.
Additional provisions regarding the Technical Regulations and the Tyre Regulations will furthermore be published in Bulletins.

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet in compliance with the FIA regulations (Appendix L to the ISC) is compulsory.

Furthermore, the use of a homologated head restraint (e.g. HANS) is compulsory.

1.5 General, permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

Any part worn through use or accident may only be replaced by an original part identical to the damaged one. All the spare parts must comply with the original in terms of design, material, dimensions. The manufacturer of these components is free. Permitted modifications may not result in any unauthorised modifications. Any accessory part and all special equipment which is available for delivery ex-works in Germany upon surcharge at the time when the car is purchased are considered to be standard parts for the interpretation of these Regulations, subject to any other applicable restrictions.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

A preheating of the tyres is permitted in all classes but not on the starting grid.

1.6 Minimum weights and ballast

VLN production cars:

The lowest dry weight specified in the DMSB List for Group G Vehicles (column 7) is applicable for cars in group VLN production cars. The 20 kg reduction, group G specifications (Article 6.1), may not be applied. The below minimum weights for the various classes must in all cases be respected.

V1	up to 1.620 cc	min. 920 kg
V2	over 1.620 cc up to 1.800 cc	min. 1.000 kg
V3	over 1.800 cc up to 2.000 cc	min. 1.130 kg
V4	over 2.000 cc up to 2.500 cc	min. 1.200 kg
V5	over 2.500 cc up to 3.000 cc	min. 1.300 kg
V6	over 3.000 cc up to 3.500 cc	min. 1.350 kg

Power to weight ratios:

VT1	up to 1.620 cc	min. 8 kg / kW*
VT2	over 1620 cc up to 2.000 cc	min. 7 kg / kW*
VT3	over 2000 cc up to 3.000 cc	min. 5.2 kg / kW*

* in accordance with the DMSB list of vehicles

The following maximum performances are at the same time applicable for the various vehicle classes:

V1	up to 1.620 cc	max. 90 kW
V2	over 1.620 cc up to 1.800 cc	max. 104 kW
V3	over 1.800 cc up to 2.000 cc	max. 140 kW

V4	over 2.000 cc up to 2.500 cc	max. 160 kW
V5	over 2.500 cc up to 3.000 cc	max. 219 kW
V6	over 3.000 cc up to 3.500 cc	max. 265 kW
VT1 (with supercharger)	up to 1.620 cc	max. 150 kW
The power to weight ratio must be at least 8 kg per kW		
VT2 (with supercharger)	over 1620 cc up to 2.000 cc	max. 210 kW
The power to weight ratio must be at least 7 kg per kW		
VT3 (with supercharger)	up to 3.000 cc	max. 320 kW
The power to weight ratio up to 250 kW must be at least 5.5 kg per kW.		
The power to weight ratio from 250 kW must be at least 5.2 kg per kW.		

The following ballast will be applied for vehicles exceeding the maximum performance of the corresponding V class: V1 to V3 = 3 kg per kW, from V4 = 4.5 kg per kW.

The weight is determined as follows:

Full fuel tank (including expansion volume and filling pipe), all liquid tanks filled according to the manufacturer's specification (without driver and without spare wheel). The minimum weights specified in the classification lists are mandatory.

It is permitted to add ballast in order to comply with the minimum weight. This ballast must consist of strong and unitary blocks, fixed by means of tools, placed on the floor of the cockpit or the luggage compartment and withstand an acceleration of at least 25g.

If the cockpit has been partly or completely emptied or if corrosion preventives and trimming material have been partly or totally removed, 50 kg may be deducted from the weight specified on the DMSB List for Group G Vehicles for the classes V1 and V2 and 65 kg for the classes V3 to V6/VT1 to VT3. For models added to the VLN vehicle list for the first time and with production year 2013 (production after the 01.01.2013), date of issue 01.01.2013 for the car pass or admission after 01.01.2013, 90 kg may be deducted but the minimum weights in V1 to V6 must be respected. The VLN Technical Commission reserves the right to adjust the weights.

All participants are reminded that for the purpose of the balance of performance special weights may be published at any time, applicable to all participants included in the classification list.

All other groups: See provisions in the corresponding Technical Regulations according to Article 1.2.

1.6.1 Total fuel capacity

Definition: The total fuel capacity is the inner volume of all components containing fuel, including for example filler neck, filler plug - measured in litres.

Determination of the maximum permitted total fuel capacity:

The following procedure will apply for a check of the maximum permitted fuel capacity of the car:

In the case of a technical check or a protest, all the fuel will be removed from the car by using the fuel pump fitted in the car.

The same applies in the case of a combination of the standard fuel tank (except diesel cars) with an FT3-FT3.5 or FT5 additional tank.

If an FT-3, FT3.5 or FT5 safety tank is used, the fuel pump installed in the tank must be used.

The fuel pump must be actuated through a separate switch.

The removal procedure may be interrupted for a short while so that the remaining fuel amounts in the tank are collected and may then also be removed.

The device for the removal of fuel and the corresponding containers must be provided by the participant!

The front or the rear of the car may be lifted upon instruction of the scrutineers or their assistants.

Corresponding tools must be provided by the participant.

An FIA valve for the removal of fuel in the pressure pipe (installed in the engine compartment) is compulsory. Standard valves for the removal of fuel installed in the pressure pipe may be used.

The scrutineers and/or their assistants reserve the right to open the tank or order its removal and to check the car for residual amounts in the tank and in the vehicle.

Under the supervision of the scrutineers and/or their assistants, the empty car will then be moved to the fuel pump allocated to the participant concerned or to a public filling station and refuelled. It is at the discretion of the scrutineer to select the fuel pump.

A total tolerance of 1.5 litres (including measuring device tolerance) is accepted for the measuring result.

Permitted maximum fuel capacities:

V1-V3 = max. 65 litres

V4-V6 = max. 70 litres

VT1-VT3 = max. 80 litres.

1.7 Equivalence formula for supercharged engines

Not applicable.

1.8 Exhaust prescriptions

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.

The cars must be equipped with a DMSB approved particular filter (for diesel cars).

Cup classes: see applicable Technical Regulations.

1.9 Noise regulations

The maximum permitted noise limits are 128 dB(A) for classes V1 – V4, VT1 – VT3, V5, V6, Cup1, Cup4 and Cup5 and 130 dB(A) for all other cars measured in compliance with the Lwa procedure and 98 dB(A) in compliance with the LP procedure.

This noise level will be determined in compliance with the DMSB pass-by measuring method (mandatory for all circuit events).

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

1.10 Advertising on the driver's equipment/on the race car and start numbers

The current FIA/DMSB prescriptions for advertising on the drivers' equipment/ race cars and start number (see DMSB Yearbook, blue part) must be respected.

ATTENTION: Any variation of the FIA/DMSB prescriptions are subject to a waiver granted by the DMSB.

The following applies for advertising on the drivers' equipment:

Patch "ADAC" in the area of the left chest **in compliance with the advertising prescriptions.**

An advertising space of up to 180 cm² on the drivers' overalls at a distance of 3.5 cm below the left collarbone must be reserved for the VLN. The distance to any other advertising on the driver's overall must be at least 5 cm.

In accordance with the FIA/DMSB prescriptions for start numbers on race cars, the following mandatory advertising is compulsory for the race cars:

The following advertising spaces on the cars and on the drivers' overalls must be reserved for the VLN or for the organiser:

- The spaces which are normally provided for the front and rear registration plates, dimension: 45 x 12 cm. The boards designated for this area must be attached by screws or bolts and may in no way be modified, bended or folded. Stickers with the same dimensions are authorised. Modifications must be registered with the Technical Commission.
- Spaces on the front right and left mudguards, above the wheel centre, only on the vertical mudguard area, horizontally to the road surface (not inclined).
- **VLN or the organiser will make available start number panels (one set per year free of charge) including the allocated start number. Only these original panels and start numbers in black and white may be used.**

Participants have the possibility to obtain the official advertising stickers before the beginning of the new season. For this purpose, participants should contact Mr. Peter Schröder (See VLN Homepage section Contacts).

Advance payment is required (20€ per set of stickers plus shipping costs of 12€ or of 17€ in the case of shipping to foreign countries). Upon presentation of the car pass and the start numbers, a fee of 15€ will be reimbursed at the first participation in a VLN race. Upon advance notice, the materials may also be collected personally. Information the date of availability of the materials will be published on the VLN homepage.

It is explicitly reminded that the original advertising material must be used. VLN reserves the right to prohibit any advertising for products which are in competition with the sponsors and partners of VLN.

Any participant failing to comply with the VLN conditions on advertising will not be admitted to the start or be ordered to the pits to put things right.

1.11 Safety equipment

The vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J ISC, unless stated otherwise.

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2
- Oil catch tank in compliance with Art. 255-5.1.14

- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6
- Fire extinguishing system in compliance with Art. 253.7 (not mandatory for group H but strongly recommended)
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (2002) (App. J 1993)
- Rear view mirror in compliance with 253.9
- Towing-eye/device in compliance with Art. 253.10
- Safety foil on the windows in compliance with the FIA prescriptions
- Windshield made of laminated glass
- Door nets in compliance with the FIA prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3-1999, FT3.5 and accordingly FT5 in compliance with Art. 253.14, if mandatory for the vehicle group
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15
- Seats and attachments in compliance with Art. 253.16
- FIA homologated driver seat in compliance with Art. 253.16
- Prohibition of pressure control valves in compliance with Art. 253.17

Note: It is permitted to weld the safety cage (pursuant to the definition in Article 253-8.3.1) to the bodywork/ the chassis. The cage foot of so-called self-construction cages must furthermore be bolted. The position of the mandatory bolts is free.

- For so-called self-construction cages, the following applies for all vehicle groups and series as from 01.01.2017:
The main bar tube cross section must be at least $\varnothing 45 \times 2.5$ mm or $\varnothing 50 \times 2.0$ mm.
- From 01.01.2017, all cars of group H must be equipped with a 5 point or 6 point safety harness in compliance with FIA Standard 8853/98. From 2017, the cars of all other groups must be equipped with a 6 point safety harness in compliance with FIA Standard 8853/98.
- From 2017, all GT cars in all vehicles groups and series must be equipped with an automatic fuel cut-off valve in compliance with Article 253-3.3 in the Appendix J to the ISC.

1.12 Fuel

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228. Any additive is prohibited. See also Part 1, Art. 13.1.

1.12.1 Fuel samples

Fuel samples may be taken by the scrutineers at any time during an event. The DMSB Guidelines for fuel samples, including fuel remaining quantities (DMSB Yearbook, blue part) as well as the DMSB Guidelines for taking fuel samples are applicable.

1.12.2 Refuelling, fuel pumps and fuel checks

See also the DMSB-Circuit regulations, Appendix 2 Nordschleife incl. Bulletins.

The fuel pumps at the racing pits are rented by the circuit management CNG. The hirer of the circuit alone is responsible for the proper working order of the fuel pumps.

By renting the fuel pumps, the team is fully responsible for the fuel pumps and the financial settlements. All financial matters must be settled with CNG. Any intervention in the fuel pump installations and/or any modification is strictly prohibited.

Other teams must be admitted for refuelling. Refuelling will generally take place in the order in which the cars arrive at the pit.

If a fuel pump partly or totally fails during the event, the participant affected must find an arrangement with the adjacent pits for the remainder of the event.

Refuelling is only permitted by means of the CNG fuel pumps directly into the filler neck of the car with the exception of refuelling at the filling station for special fuels. The use of a self-locking fuel valve by the participants, as it is already used in standard production cars, is free. It is permitted to push-start a car if the engine does not start at the fuel station or at the pits. Reversing with engine power is prohibited in the area of the pits. To approach the pits, the right lane must be joined at reduced speed 100 metres in front of the pit access. The intention to do so must be indicated to the following cars by activating the turn indicator.

A reservation and consequently blocking of a fuel pump is prohibited and will result in classification and/or sports penalties.

The refuelling procedure starts with the removal of the fuel nozzle from the attachment at the fuel pump and ends with the removal of the fuel nozzle from the filler neck of the vehicle. Only one single fuel nozzle may be used for the refuelling procedure. All refuelling personnel must wear a corresponding fire-proof equipment including a fire-proof balaclava and flameproof safety goggles.

No person may be underneath the race car during the refuelling procedure.

All engines must be stopped during the pit stop, except vehicles with turbocharger.

A team member with a 6 kg fire extinguisher/ two 6 kg fire extinguishers in the case of vehicles with running turbocharged engines must be on stand-by during the refuelling procedure. Participants must use their own fire extinguishers for this purpose. Extinguishing foam must be used as extinguishant.

The exhaust end must be covered with a fire-proof material, unless the fuel tank is located on the front side of the car (exception: vehicles with running turbo engine during refuelling).

It is prohibited to climb onto the fuel pumps.

Refuelling from cans or other containers in the pits and in the paddocks is prohibited throughout the entire duration of the event!

Refuelling of vehicles with alternative fuels at the refuel area for alternative fuels

A tyre change is permitted at the level of the fuel station for alternative fuels (pit lane entry). The installation of a pit stand at the fuel station for alternative fuels (not at the pit wall) is furthermore permitted after co-ordination with the organiser and with the DMSB.

Any work on a car and/or the driver change must be carried out on the right side of the white line in driving direction.

1.13 Technical definitions

In addition to the definitions in compliance with this Article and with Article 3.3 (Part I) of these Regulations, the “General regulations, definitions and clarifications to the Technical Regulations” (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

- **Specific technical regulations for Group VLN Production Cars 2017**

2.1 General

In addition to the Technical Regulations as in Part 2 in these Regulations, the following specific technical regulations are applicable.

Anything which is not specifically allowed by the present regulations is prohibited.

Permitted modifications must not result in any illegal modifications or infringements of the regulations.

Unless otherwise specified for single components in the present Regulations, all cars in relation to their car variant must be in their original condition, which means as generally delivered by the manufacturer in compliance with the General Certification (“ABE”), EEC Type Approval/Conformity Certification (COC), serial number and identification code. Car components provided by the manufacturer for certain car series (e.g. Cup Competitions, Cups) and not in accordance with the large-scale production are not eligible in the VLN Standard Car class. A car model version may not be converted to another car version. The conversion of right-hand drive version to a left-hand drive version or vice-versa is authorised. A change of the identification code or General Certification number, for example by a motor vehicle expert, is not admissible.

Any model used is defined by the manufacturer key number, type key number and German type approval number or EU type approval number as well as re-import.

Vehicles from re-imports or from previous series which do not have a type key number must have a G-certificate issued by the DMSB and confirming that the car may be included in the DMSB Vehicle List for Group G. This certificate is issued by a DMSB Expert (see Group G Prescriptions Article 5).

Parts subsequently fitted are considered to be standard parts if they are or were available from the manufacturer for the corresponding car (proof through spare parts list or original accessory list). Optional equipment, e.g. navigation system, may be re-converted to basic configuration.

It is the driver’s/competitor’s obligation to provide evidence of the basic configuration which must be available on basis of the identification number.

Example: A BMW 318 E36 with an M42 engine is eligible in class V2 and is a basic vehicle model for this class. All parts or equipment of the BMW 318 E36 with an M44 engine are not eligible as this car has another identification number and would only be eligible to start in class V3.

This example is correspondingly applicable for all other car manufacturers.

The brake system, the gearbox, the differential, the water radiator, the intercooler and the final drive including ratios must comply with the vehicle model used. If variants are used, all the components must be used in their entirety.

Non-standard parts are parts which are only available from the Sports Departments of the manufacturers, tuning companies etc. It is the competitor's/driver's obligation to provide evidence about the original version of the components.

All technical checks of a car are based on the corresponding workshop manual (eventually micro film or CD) and the corresponding car General Certification (ABE). For the purpose of a balance of performance, for reasons of cost reduction, durability or for safety reasons, the VLN Technical Commission reserves the right to introduce special measures at any time during the current season, after approval of the DMSB.

- **Basic Approval**

A basic check of each car **must** be carried out by the VLN technical staff before its first participation in the season. The DMSB/ONS Technical Passport or car registration papers must be submitted to the VLN Technical Commission.

The VLN technical staff, in co-ordination with the Stewards of the Meeting, reserves the right to determine checks of the cars to be carried out for conformity with the Regulations.

If a performance test is to be carried out, the participant, accompanied by a scrutineer, must bring his car immediately to the VLN performance test stand. He must have available the corresponding original wheels / wheel tyre combination for this purpose. The costs for the performance test shall be borne by the participant.

VLN performance test stand

KOMO-TEC GmbH - Robert-Bosch-Str. 30 56743 Mendig info@komo-tec.de Phone: (+49) (0)2652 – 989536 Fax: (+49) (0)2652 - 989540	Manthey-Racing GmbH Gewerbegebiet Nürburgring Rudolf-Diesel-Str. 11-13 D-53520 Meuspath Phone: (+49) (0)2691-93370 Fax: (+49) (0)2691-933710
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The VLN reserves the right to nominate additional performance test stands.

2.2 Engine

The standard performance of the tested engine may not depart by more than +/-5% (STVZO tolerance) from the value specified in the DMSB List of Group G vehicles. A car will only be admitted to the start or the qualifying if the engine performance lies within the specifications made in the registration papers, including the permitted tolerances.

The test will be carried out in compliance with Article 23.1 of the DMSB Regulations for Group G. The standard speed limiter must be retained.

It is the obligation of the competitor / driver to provide evidence on the rpm limit.

The Vmax limitation may be suspended.

Unless expressly otherwise stated in the present Regulations, all engine parts, including auxiliary and accessories, must be original. No modifications may be made to any engine component unless permitted in the workshop manual or by the Regulations.

It is permitted to use the oversizes of the cylinders and pistons according to manufacturer's specification, even if the cylinder capacity limits are exceeded as a consequence.

The hardware of the control unit must be in compliance with the model variant (same HSN, TSN and ABE No. or EEC operating permit).

For classes V1-V6 and VT1-VT3, the software of the control unit is free, but "inputs" and "outputs" must retain their original function. In the case of any change of the software in the control unit, an application must be submitted, together with a detailed description of all changes, and they are subject to approval by the VLN Technical Commission. It must at all times be possible for the VLN technical staff to have access to the control unit including its datasets. The hardware of the control unit, e.g. housing, board must remain original. No control functions or sensors may be added (with the exception of an additional boost-pressure sensor VT1-VT3). The wire loom and the connector must remain original.

The cars of classes VT1-VT3 must in addition be equipped with a specified boost-pressure sensor which will be compatible with an interface to data logger AIM evo (X). The data logger AIM evo (X) is mandatory. This sensor must be installed in the intake manifold behind the throttle valve. The installation must be made by means of a screw-in connection or a hose connection (further installation details will be published).

At no time may the standard boost pressures including their tolerances be exceeded.

The reference values will be determined by means of the manufacturer specifications and/or test cycles.

It must be made sure at any time during the event, that the logging of all mandatory data is activated and that all data are available on the data storage medium (data stick or memory card) upon request of the technical scrutineers.

Engine performance test

Example: engine performance of 104 kW according to car registration document or vehicle list

-5%	104 kW	+5%
98.8 kW		109.2 kW
98.1 kW performance test		111.4 kW performance test
+2% = 100.06 kW		-2% = 109.17 kW

The engine performance is in compliance with the regulations if both tolerance bands are overlapping. The engine performance may be between 98.8 and 109.20 and, with 109.17 kW or 100.06, still complies with the tolerance.

Each participant must ensure that, a correct measurement of his car can be carried out, which includes the OBD interface. If the collection of data is not possible, the engine performance test may be refused.

For front-wheel driven cars, a steel towing eye must be provided for the fixation on the test bench.

Permitted modifications in the engine bay

- Cylinder bore and pistons may only be modified within the limits imposed by the manufacturer (according to workshop manual). Oversized pistons according to the workshop manual are permitted.
- Oil filter, spark plugs and drive belts are free regarding their make.

- Air filter insert/cartridge is compulsory, their make is however free (see also part IV, Art. 1).
- For the calculation of the cylinder capacity, “ π ” is 3.1416.
- Plastic fairings directly screwed to the engine for optical purpose only, e.g. cylinder head covering, and having no effect on the engine performance and no other function, e.g. air ducts, may be removed.

Cooling

The installation of an oil cooler for rear axle and/or the gearbox is permitted. The differential cover may be provided with cooling fins. It is permitted to improve the cooling for the power steering by modifying the cooling loop or relocate the air stream.

The thermostat for the engine cooling system is free.

2.2.1 Exhaust system

For cars with Otto and alternative fuel engines, it is allowed to install exhaust systems which are no standard parts from the end of the standard exhaust manifold. The end of the exhaust manifold is the connection point at which 2 or more single pipes are united.

(see drawing)

Beispiel Abgaskrümmer



Ab Pfeilende
freigestellt



Katalysator

A catalytic unit or particulate filter complying with Article 15 of the DMSB Emission Prescriptions (see DMSB Yearbook) is compulsory for all cars with Otto and alternative fuel engines.

The relocation of the catalytic unit/s (particular filter/s) from the manifold or the exhaust pipe is permitted. The resulting space in the exhaust manifold must be closed by a connection

pipe with the same interior diameter as the original pipe. Lambda probe cables may be lengthened.

2.3 Transmission

The engine bearings and transmission bearings/ standard rubber bearings may be replaced by rubber with a different Shore hardness, but the original shape and dimensions must be retained.

As a principle, the complete standard clutch must be used. Article 2.1 must be respected.

Only the standard differential locks may be used (applicable for V1 - V6).

In classes VT1 - VT 3 it is permitted to use another differential lock.

2.4 Braking system

Brake discs made of carbon fibre composite material, ceramic or with ceramic coating are not admitted and must be replaced by brake discs made of steel. Brake discs made of steel consist of a friction ring and a hub or a chamber for suspension on the wheel hub and they are normally one-piece components. In the case of multi-part brake discs (friction ring screwed on the chamber), this combination is also considered to be one component and may also be replaced. The number of fixations between friction ring and brake disc chamber is free.

Brake pads are free. If, in its original version, a car is equipped with an ABS, ASR and ESP, the control unit may be disconnected. The mounting of the brake callipers is free, screws may for example be replaced by stud bolts or vice-versa. The design of air baffles may be modified or they may be removed. For each wheel one flexible cooling duct bringing the air to the brakes is allowed. These air ducts must not protrude beyond the periphery of the vehicle.

In classes VT1-VT3 it is permitted to replace the front brake discs and brake callipers by other ones (carbon fibre or ceramic brake discs are not authorised), provided that the modification of the brake system is notified to the VLN Technical Commission and that it is confirmed in writing. The use of this non-standard brake system is only permitted if an application is submitted by the car owner and approved by the VLN Technical Commission.

The use of the competition brakes (part number 34000429573) is permitted for the BMW M3E E46.

Brake discs which are not internally ventilated may be replaced by internally ventilated brake discs and the corresponding callipers of the same model of car (e.g. Opel Astra H). Carbon fibre or ceramic brake discs must be replaced by steel brake discs with the same dimensions. 'Same dimensions' refers to the exterior diameter of the friction ring.

It is permitted to replace the original brake hoses by steel-wrapped brake hoses. Quick fasteners are prohibited.

The original hand brake must be retained and in working order.

The modifications approved for classes VT1-VT3 for the year 2014 remain valid for the year 2017.

2.5 Steering

It is permitted to modify the speed of the steering servo pump drive, for example by means of a larger pulley.

2.6 Suspension

Chassis

It is permitted to replace the elastic parts of the suspension bearings by other elastic parts, provided that the original dimensions and the shape are retained. Eccentric bushes are not permitted. The exchanged parts may for example be made of plastics but not of metal.

The shock absorbers are free but the original number and the original fixation must be retained. **It is not permitted to move the shock absorber centre axis/ shock absorber suspension in the strut bearing to the front, to the rear or to the side.**

It is permitted to replace the anti-roll bars by other anti-roll bars and pendulum supports on condition that their mounting and suspension points are retained. Adjustable sword-type anti-roll bars are however prohibited, unless it is a series specification.

Erläuterung
Stabilisator



Entspricht nicht dem Reglement



The springs are free but their type must be retained. The number of springs, provided they are arranged in a row and one after another, is free.

The upper joints of spring / shock-absorber strut units (McPherson type) on the suspension strut wheel suspensions are free, provided that the original mounting points on the bodywork are retained and that only the wheel camber is adjustable. This means that an adjustment must only be possible at an angle of 90° transversally to the car longitudinal axis when seen from the top onto the vehicle. It is permitted to modify the camber by using washers (total width maximum 4 mm) for each wheel at the lower suspension fixation. Longer fixation screws of identical quality may be used for this purpose.

Modifications on the bodywork are not authorised, but the original mounting bolts or bolt holes with a maximum diameter of 8.5 mm each may be in the upper bell housing of the shock absorber for the mounting of the upper joint support. Only standard long holes are permitted.

Spring suspension/spring seats are free. For any other wheel suspension (no McPherson type axis) the wheel camber may be adjusted by means of the following principles:

- By moving the ball pin at the upper wishbone by 90° in relation to the car longitudinal axis,
- By installing an asymmetric ball-and-socket joint,
- By installing a steering swivel with modified camber.

For other wheel suspensions, the original spring suspensions must be retained on the bodyside and on the axis. The wheel camber adjustment for other wheel suspensions may be modified by eccentric or corresponding ball-and-socket joints.

The wheel track is free. Non-standard track extenders are permitted.

The original wheelbase may not be modified.

Ground clearance

No part of the car must touch the ground when all tyres on one side are deflated. This test must be carried out on a flat surface (car in race condition and driver on board).

Transversal struts may be fitted to the front and rear axle between two identical right and left axle pivot points, provided that they are removable and that they are bolted to the suspension attachment points. It is permitted to bore two additional holes on each side of the upper bodyside for this purpose.

Threaded running gears adjustable in height are permitted.

The wishbones (part no. 31122227249/250) may be used in the BMW E36.

2.7 Wheels (Flange + rim) and tyres

Wheels and tyres are free. The original rim diameter may vary by +/- 1 inch in relation to the value specified in the DMSB Vehicle List for Group G.

If the internal rim widths for a particular car indicated in the DMSB List for Group G Vehicles are larger than the ones specified in the table below in connection with a defined diameter, their use is authorised.

The use of a wheel in the combination 'internal width and diameter larger than the one specified below' is subject to the previous written approval of the VLN Technical Committee. (Example Porsche 911 TSN AFE 8.5"x19 VA and 11"x19 HA in accordance with G-List, it is mandatory to use this combination).

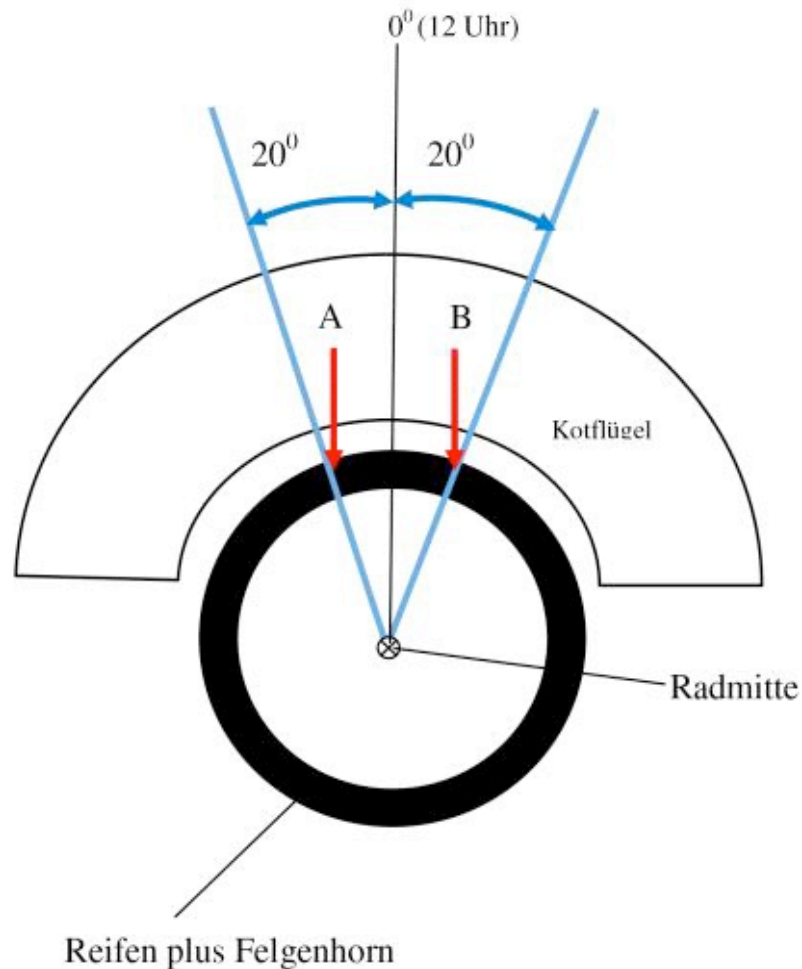
Maximum permitted rim widths in relation to the cylinder capacity:

V1		up to 1.620 cc	7.5"
V2	over 1.620 cc	up to 1.800 cc	8.5"
V3	over 1.800 cc	up to 2.000 cc	9.0"
V4	over 2.000 cc	up to 2.500 cc	9.5"
V5	over 2.500 cc	up to 3.000 cc	9.5"
V6	over 3.000 cc	up to 3.500 cc	10.0"
VT1/VT2/VT3	Turbo vehicles		max. 10.0"

A manufacturing tolerance of + 4 mm is accepted for the aforementioned rim widths.

The wheel/tyre combination used (tyre plus rim flange, not wheel disc) must be completely covered by the mudguard in the area from 20° before and after the 12 o'clock position (area between A and B) when seen in vertical direction from the top (see drawing). The measurement from the top may be carried out with a perpendicular or any other suitable measuring device. In a case of doubt, the tyre pressure on the wheels of the axis to be measured is fixed to 1.0 bar +/- 0.2 bar and the measurement is repeated.

Radabdeckung



The spare wheel is free.

Wheel fixation: Should the wheels originally be fixed by means of screws, they may be replaced by studs, but the original fixation points and the hole circle diameter must be retained.

The studs must not protrude beyond the wheel disc.

2.8 Bodywork and dimensions

a) External bodywork (including windows)

It is permitted to fold back the steel edges or reduce the plastic edges of the wings and the bumpers if they protrude inside the wheel housing, but this may not result in a **wing extension**.

The sunroof may be removed. The opening must be closed by welding in a sheet panel of the original roof material.

External decorative stripes may be removed. Other decorative stripes in the area of the start number panels may be removed.

The underbody protection may be removed.

The windscreen must be made of laminated glass.

Corrosion preventives on the bodywork may be removed.

Removable inner mudguards made of plastics may be removed.

Shock absorber supports of the bodywork may be reinforced by a panel sheet which follows the contour and the design.

For the installation of safety devices, for example for the passage of tubes of certified rollcages, holes may be applied in non-supporting bodywork parts e.g. bulkheads / luggage compartment.

The roof in hardtop variants must be screwed or welded. The opening devices and the standard rollbar must be removed.

Carpeting and soundproofing material may be removed from the luggage compartment. The trim in the engine compartment is free. The soundproofing material on the engine cover must be removed.

The two **compulsory** exterior rear view mirrors must be original.

All cars must be equipped with a rear and front towing device. Each towing eye must have an interior diameter of at least 60 mm and maximum 100 mm or an adequate clear cross-section of at least 29 cm² and maximum 79 cm². It must allow the passage of a cylinder with a diameter of 60 mm. The towing eyes must be solidly mounted to the supporting parts of the bodywork or the chassis. They must be positioned so that their front edge does not protrude beyond or ends with the perimeter of the bodywork. Folding solutions or belts are for example also possible. The towing eyes must furthermore be solid enough and accessible and must allow the recovery of a car stuck in a gravel bed. Each towing eye must itself, or by means of an arrow applied at the bodywork part above the towing eye, be marked in yellow, red or orange to contrast with the vehicle colour.

b) Cockpit

- The passenger seat must be removed.
-
- An FIA homologated competition seat with attachments complying with the Appendix J, Art. 253.16 is compulsory.
-
- Steering wheel and steering wheel fixation are free, but the steering wheel must be closed. The airbag is free.
-
- Gearshift-lever knob as well as possible shifting paddles on the steering wheel are free. The steering-wheel ignition switch is free.
-
- The complete rear seats may be removed.
-
- The original seat belts, the rear-window shelf, the carpets and the soundproofing material on the floor may be removed.

The standard centre console may be removed. The standard glove compartment cover must be in place.

The roofliner is free.

Door and rear side trim may be the original ones or must be made from metal sheeting at least 0.5 mm thick, from carbon fibre at least 1 mm thick or from another solid and non-combustible material at least 3 mm thick. These door panels must completely and effectively cover all movable parts and the parts needed for the door, hinges, locks and window lift devices.

The original air conditioning may be removed. The original driver, passenger, side and roof airbags may be removed. The dashboard must be original, the instruments are free. Adjustment for the installation of the rollcage are permitted. The trimmings situated below the dashboard may be removed (see also Group F Art. 21).

c) Additional accessories

- All additional accessories which have no direct or indirect influence on the engine performance, steering, suspension, brakes - except ABS and ASR switch - or the car's roadholding are allowed.

2.9 Aerodynamic devices

Not applicable.

2.10 Electrical equipment

The original wire loom may not be modified, except for the modifications in relation to the permitted freedom, for example the removal of the airbags, the installation of data logger, the relocation of the catalytic unit with the lambda probe, battery, steering ignition lock, radio, navi, air-conditioning. It is permitted to replace the wire loom by the replacement wire loom, but all the sensors must comply with the original wire loom.

A wet battery may be replaced by a dry battery. Its location may be nearby the standard location, but still in the same installation space. The installation of a battery in the vehicle interior is prohibited.

Lithium-ion batteries: From 01.01.2017 only lithium batteries which are included in the DMSB list of eligible parts are permitted.

Fog lamps may be removed. The apertures may be used to bring air to the brakes for cooling or they must be closed by caps.

A rear fog lamp is mandatory. The original radio / navigation system may be removed. Additional instruments which do not enhance the performance are permitted.

2.11 Fuel circuit, fuel, catch tank, fuel pump

It is permitted to move the fuel lines, but they must comply with Appendix J, Art. 253 of the ISC.

The addition of a catch tank with a maximum capacity of 1 litre and an additional fuel pump outside the original fuel tank is permitted if it is not possible to incorporate these two parts into the original fuel tank. This additional fuel pump in the fuel circuit must be located directly behind the catch tank. Catch tank and fuel pump must be installed outside the cockpit and be

separated from the cockpit by means of a fireproof and liquid-proof bulkhead. The number of fuel pumps as specified in the workshop manual may hence be increased by one.

A combination of the fuel tanks is permitted to achieve the maximum fuel capacity permitted on board.

The following fuel tanks are permitted:

- Original fuel tank (except for Diesel cars)
 - FT3, FT3.5 or FT5 safety tank (to replace or complete the original tank)
- Catch tank with a capacity of maximum 1 litre.

An additional fuel breather pipe with a maximum diameter DASH-12 may be fitted to the standard fuel tank. With regard to material, this pipe must have the same specification as fuel pipes and be guided out of the car up to the rear at a suitable location. A vertically fitted combination of a breather and rollover safety valve must be mounted in this pipe and as close to the tank as possible, e.g. part 6611-6 provided by ISA Racing or similar.

The maximum total capacity of all fuel tanks must not exceed the defined total fuel capacity. The standard fuel tank may not be modified (exception: additional ventilation) and must be filled through the standard filler neck. Exception: the application of volume balls to reduce the fuel capacity. The standard tank may be replaced by a safety tank on condition that the standard tank is removed in this case.

The additional filler neck for FT3 and/or additional tank may be positioned in the rear side window, in the side panel or in the C-pillar. The material of the window must in this case be made of sheet metal with a minimum thickness of 2 mm or of polycarbonate with a minimum thickness of 3 mm.

The filler neck/s or filler hose/s are part of the tank/s and must therefore be taken into consideration for the total capacity. If the capacity of the standard tank exceeds the maximum permitted capacity, it must be reduced using a volume ball. The flap (unleaded safety flap) situated in the original tank filler neck is free. The filler hose in standard tanks must be secured against spilling by using the standard one valve system or a FIA homologated non-return valve. The use of the FIA non-return valve is strongly recommended for any kind of tank even if not explicitly prescribed.

If an additional fuel capacity is allocated for a vehicle (balance of performance), an FT3 safety tank must be used. The tank must be installed in the luggage compartment. It must be separated by a liquid-proof bulkhead or by a box made of CFG, GFK or metal. The capacity must be adjusted to the allocated fuel capacity with a tolerance of 1%. The connection to the main tank must be made with a D6 line.

The DMSB safety prescriptions for fuel tanks (see DMSB Yearbook, blue part "Allgemeine Bestimmungen und Erläuterungen zu Sicherheitsvorschriften G" Art. 7 as well as Art. 26.1 of the Group H Regulations) must be respected for the installation and attachment of the tank, as for Group 24h Special. After installation, the car must be presented to the scrutineers for approval.

The use of a catch tank is permitted.

The installation of an additional fuel pump is authorised. The power supply for the second fuel pump may be made with a separate switch and not compulsorily through the factory-provided fuel pump. The ventilation of the standard fuel tank must be original. The increase of the fuel pressure is not authorised.

Permitted total fuel capacity

Classes V1 – V3	= max. 65 litres
V4 – V6	= max. 70 litres
VT 1 – VT3	= max. 80 litres

2.12 Lubrication system

It is permitted to install oil baffles in the standard oil sump. Oil coolers are free but they must not be installed outside the bodywork. The crankshaft ventilation including oil catch tank/separator may be modified but must form a closed system.

The use of the oil sump including oil pump and cover of the M3 3.2 litres is permitted for the M3 3.0 Litres BMW E36.

2.13 Data transmission

The installation of a data logger, type AIM evo(X), for data acquisition is compulsory for classes V4 - V6 as well as for classes VT1 – VT3.

Each participant is responsible for the correct installation of the logger. The data acquired will be used to check the cars.

We wish to remind all participants of the obligation to provide a connecting device for the data logger, see also point 13.1 in Part 3 of these Regulations. The connecting device is specified in the 24h Regulations under the Appendix 7 for CAN bus or RS 232 interface as well as older vehicles without these possibilities for connecting devices.

At any time during the event, the scrutineers may distribute an USB stick to be connected to the data logger system. The data acquired in the data logger system and in the USB stick will be taken as reference to check compliance of the car. These USB sticks shall be returned at the scrutineering venue after the end of the race immediately after the opening of the parc fermé at the latest. The data acquired are only accessible to the scrutineer and the VLN responsible and will under no circumstances be transmitted to any third party. The USB sticks are the property of VLN. In the case of loss, non-delivery or damage of these USB sticks, they must be fully compensated.

2.14 Various

Special provisions to provide a balance of performance

Weight reduction or weight increase and additional fuel tank capacities or fuel tank capacity reduction may be introduced by the VLN Technical Commission to ensure balance of performance. The VLN Technical Committee reserves the right to allocate handicap weights on basis of classification and of the evaluation of single cars.

- 1st place 30 kg, 2nd place 20 kg and 3rd place 10 kg. Ballast must be sealable. In this case, all of the cars with the same identification number are affected. The handicap weight will be cancelled if the car model does not finish amongst the top 3 in its class at the following 3 races.

Part 3: Appendices / Drawings and Cup Regulations

- Appendix 1: Technical Regulations Carrera Cups 2006 to 2016 + Special Provisions Cup 2 vehicles
- Appendix 2: Technical Regulations Opel Astra OPC Cup
- Appendix 3: Technical Regulations TMG GT 86 Cup
- Appendix 4: Technical Regulations BMW M235i Racing Cup
- Appendix 5: Technical Regulations Cayman GT4 Trophy by Manthey Racing

- Appendix 6: Technical Regulations TCR Int. Series with changes 2017
- Appendix 7: Installation instructions timing transponder
- Appendix 8: Installation instructions GPS system
- Appendix 9: Drawing wheel cover
- Appendix 10: Drawing anti-roll bar
- Appendix 11: Drawing exhaust manifold
- Appendix 12: DMSB list of vehicle categories

The aforementioned Technical Regulations and installation instructions are available on the VLN homepage <http://www.vln.de>.

The Supplementary Regulations 45th ADAC Zurich 24 h Rennen are available under <http://www.24h-rennen.de/teilnehmer>.