

Bulletin 02/2017
DMSB Circuit Regulations Appendix 2
Particularities for the Nürburgring Nordschleife 2017

The following amendments and supplements are applicable with immediate effect
(Amendments/supplements relating to Bulletin 01/2017 are shown in *italics*)

**The text of Bulletin 01/2017 to the DMSB Circuit Regulations, Appendix 2,
from 24. February 2017 is specified and replaced by the following text.**

Article 2 is supplemented and amended as follows:

Art. 2 Vehicles

a) Design Requirements

„....

7.1 Minimum height for vehicles of categories SP9 (FIA-GT3), SP-X, SP-Pro

„a) Statistical measurement

At any time during the event, it must be possible to move a role with the dimensions 300mm (width) x 70 mm (diameter) freely under the vehicle. The check will be made in the designated areas of the organizer. For the check, a team member may increase the tyre pressure of all four wheels onto 2.0 bar. If the tyre pressure is thus increased, the adjusted pressure must be identical for all tyres. Only the measuring value of the *official* organiser's manometer will be used for the measurement of the tyre pressure.

The check will be carried out with the car in its actual condition, with the tyres fitted at the moment of the check, with the actual fuel amount inside the car at the moment of the check and with the driver. The organiser reserves the right to carry out the test at any time with the driver who has last driven the corresponding car.

The check will be carried out on the measuring surface defined by the DMSB and communicated in the Event Supplementary Regulations or in a Bulletin.

b) Dynamic measurement

Additionally, a suitable measuring system for checking the dynamic driving height will be installed in the pit lane. This device will be correlated with the static minimum driving height. Vehicles which are below the correlating height are checked with the aid of the static measuring method (7.1 a).

Any systems for changing the vehicle height automatically while the vehicle is moving or stationary are prohibited. Exceptions may be decided by the Nürburgring Nordschleife Technical Committee.

(...)

7.3 Modified aerodynamics – Rear wing width/position

Applicable for vehicles of classes SP9 (FIA-GT3) from homologation date 01.01.2012 incl. EVO extensions (evolution)

The admissible overall width of the rear wing pursuant to the homologation will optionally be reduced by 100 mm at the outsides (at the position of the wing end plates in direction vehicle longitudinal axis) or the position of the rear wing is moved by 100 mm in direction of the positive vehicle x-axis. The corresponding manufacturer has the option to apply any proportionate combination of reduction in width/change of position within the total of 100 mm. It is for example permitted to reduce the width by 50 mm in combination with the movement of the rear wing by 50 mm in direction positive x-axis (towards the vehicle front). The wing profile must however always comply with the homologation. The addition of non-homologated gurney profiles is not authorized.

The homologation owner must submit a corresponding Data Sheet to the Technical Commission/DMSB to apply for the reduction in width/change of position. The Data Sheet must specify the geometry of wing supports as well as the wing width and rear wing position. The modified aerodynamics must be uniformly applied to all cars of a manufacturer with the same FIA homologation number. The application of the wing position tolerances specified in the corresponding FIA homologation form is accepted. A non-homologated elevation of the rear wing or a non-homologated setting angle is not authorised.

EVO Extensions, without any influence of performance/BoP could be excluded from the aforesaid rule by the Technical Commission/DMSB application, after application.

Note:

The above mentioned provisions regarding the rear wing width and/or position deviating from the corresponding FIA homologation can only be applied for and/or documented by the homologation owner. The modifications will be recorded in the vehicle-specific Data Sheets after approval by the Technical Commission/DMSB and become thus binding for all cars with the corresponding FIA homologation number.

The organiser reserves the right to classify vehicles of class SP-X also according to the above provisions for the classes SP9 or SP9 – LG.

7.4 Front aerodynamics

Applicable for vehicles of classes SP9 (FIA-GT3) from homologation date 01.01.2012 incl. EVO extensions

No modifications with regard to the homologation may be applied on the front part and on the front diffuser.

Exception: To re-establish the aerobalance due to the reduced downforce on the rear of the vehicle (see 7.3), the flics may be reduced in their surface by 30%. If 2 flics on each side are admitted, one flic may be removed on each side.

If this step is not sufficient, it is permitted to add *removable inserts* into the front diffuser. The attachment method is free. It must at all times be possible to re-establish the original form of the homologated diffuser.

The manufacturer must submit a Data Sheet to the Technical Commission/DMSB to apply for an approval of these adjustments. The Data Sheet must specify the measuring results from wind channel tests as well as drawings of the modified diffuser/flic geometry.

The Data Sheet must also specify the geometry of the insert/s as well as the dimensions, position and fixations. The modified aerodynamics must be uniformly applied to all cars of a manufacturer with the same FIA homologation number.

The final decision on the admission shall be taken by the Technical Commission/DMSB. The aerobalance may be checked by *relevant* data which must be supplied by the manufacturer.

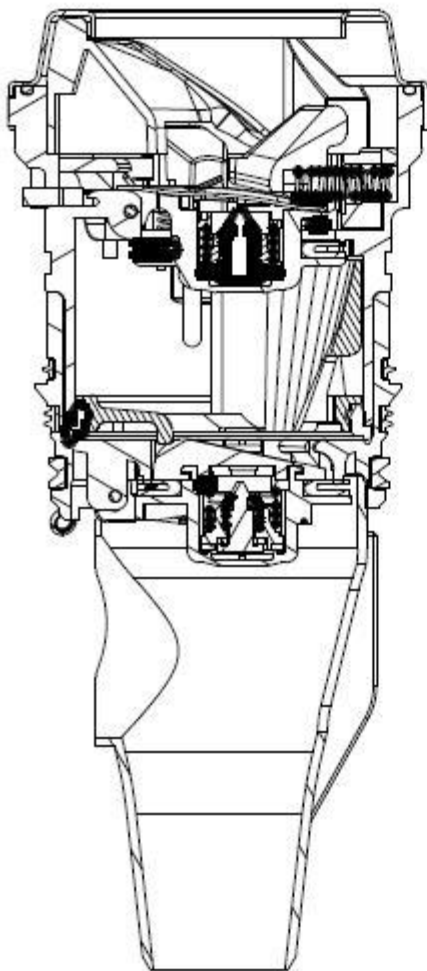
7.5 Refuelling

Applicable for vehicles of categories SP9 (FIA-GT3), SP-X, SP-Pro

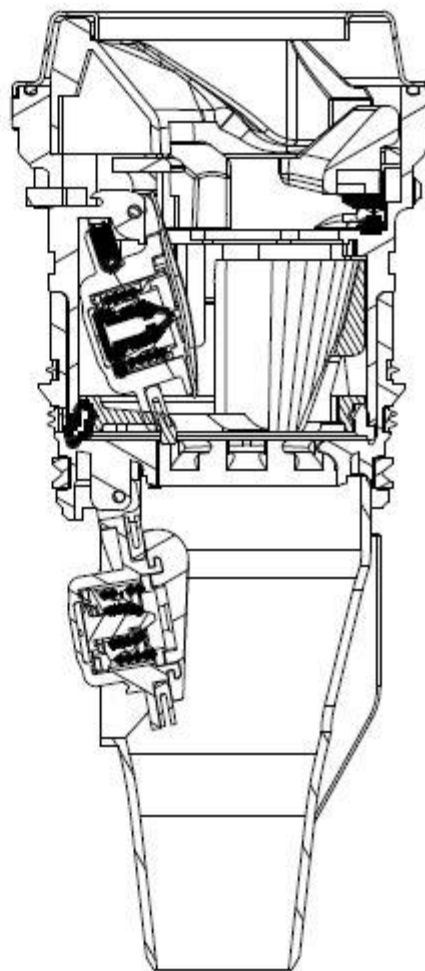
A two-stage safety non-return flap valve must be used for refuelling the car during the event (e.g. *Manthey-TZN Capless 2-3*).

For safety reasons, an additional fuel-tight closure (valve/sealing cap) must seal the exterior filler opening.

Schnitt A-A [1]
Capless geschlossen



Schnitt A-A [2]
Capless geoeffnet



Functional principle

The safety flap valve in form of a sample part and drawing, including functional description, must be submitted to the Technical Commission/DMSB for approval.

No containers (e.g. fuel cans) may be used for the refuelling of the cars. Ventilation valves, if present, may not be opened manually. Ventilation valves may furthermore be sealed at scrutineering.

An FIA ventilation valve/*roll-over-valve* in compliance with Art. 253 14.2 Appendix J and homologated for the corresponding car model must be installed to the vehicle fuel system directly to the tank.

Two additional DMSB approved ventilation valves (e.g. *Sobek*) must furthermore be installed. A schematic diagram or CAD data of the tank system with ventilation must be submitted to the Technical Commission/DMSB for approval.

If the tank valve is positioned directly above the exhaust system on the car, a fire-proof temporary cover with a suitable dimension must be provided. This device must be fixed with Velcro strips or magnetic lock throughout the duration of the refuelling procedure so that any fuel on the exhaust system cannot inflame in the case of a leakage.

DMSB approved on 13.03.2017



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