

**Bulletin No. 1 of 18<sup>th</sup> March 2019 to the Supplementary Regulations  
ADAC TOTAL 24h-Rennen 2019**

**Approved by the DMSB with visa no. 01/2019 of 05.12.2018**

The following changes and additions are applicable with immediate effect

(Changes/additions are shown in *italics*)

**Chapter I  
Sporting Regulations**

**Art. 6 Organisation**

**6.2. Sporting Organisation** is completed as follows

“ ...

**Deputy Chief Safety Officers:**

Franz Mönch, Bergheim  
Andreas Mühlenbernd, Herresbach  
*Kai Hantel, Remagen*

...“

**6.4. Scrutineers** is completed as follows

“Chief Scrutineer:  
*Wolf von Barby, Köln*

Deputy Chief Scrutineer  
tba by Bulletin

Scrutineers of the ADAC Nordrhein e.V.  
*Klaus von Barby, Köln*

*Dr. Axel Bieling, Mönchengladbach*

*Norman Fischer, Langerwehe*

*Herbert Fussen, Bad Münstereifel*

*Rolf Guhlemann, Bad Münstereifel*

*Marco Gleich, Ludwigsburg*

*René Guthe, Hilden*

*Erwin Jüdithe, Hagen*

*Wolfgang Lohoff, Oberzissen*

*Karl-Ludwig Rusczyński, Alsdorf „*

## Art. 15 Scrutineering / Technical Checks

**Art. 15.10 Tyre documentation, recording of the used dry tyre specifications by the corresponding teams** is completed as follows

“ ...

The following provisions apply moreover for the 24h Race:

As a principle, only tyres specifications which have demonstrably been used in the combination tyre manufacturer, vehicle model and axis during VLN-1 2019 or VLN-2 2019 or VLN-3 2019 or the Qualifikationsrennen 2019 are authorised.

A tyre specification can only be authorised if: the aforementioned participations have taken place in dry conditions, the tyres specifications have been used over at least 2 successive timed laps and if at that time the car has been driven by a driver of FIA category Gold or Platinum. In case of doubt, it is the responsibility of the team to provide evidence.

*For classes SP 9 (FIA-GT3), SP-Pro and SP-X, the “DMSB Sample Tyre Procedure” must be respected for the 24h Race. In 2019, the maximum of 3 different specifications for each car model and axis of the determined tyre brand may be used hereby for the 24h Race.*

...“

## Chapter II General Technical Regulations

### Art. 4 Special technical regulations and safety prescriptions for all cars

*Art. 4.17 Special installations* is completed as follows

*“Provided that an approval / release by the DMSB and the organiser as well as a DMSB Technical Passport with corresponding registration can be provided, the following conversion kit may be used for drivers with disabilities:*

**„Manual control of accelerator and brake pedals “**

*The DMSB Technical Passport including all approvals must be submitted at scrutineering. It is to be noted that this approval is related to the driver and that the approved components may only be used in combination of the entry of the corresponding driver on the corresponding car and in the corresponding event.”*

## Appendix 1 to the Supplementary Regulations Technical Regulations for Group 24h Special

### Art. 15 Bodywork

**Art. 15.3 3 Floor Assembly – Bumpers – Rear Diffusor** is completed as follows

“ ...

Any modification to the original floor assembly of a car with steel bodywork is limited to the following:

- It is permitted to reinforce the original seat attachments on the bodywork side through the addition of material. Any modification of the original seat attachments on the bodywork side must be checked by a DMSB expert and be correspondingly confirmed in the vehicle identity form.

- *A local modification of the floor panel may be permitted in order to create free space for the driver seat. An individual and detailed request must be submitted to obtain any such permission.*
- *In order to create free space for the transmission, it is permitted to modify the tunnel. In longitudinal direction, these modifications are limited to the area between the foremost point of the clutch bell of the original gearbox and the rearmost point of the original gearbox. The tunnel must not be modified in the area up to 100 mm above the floor panel. Above this measuring point, it is permitted to elevate the tunnel by the maximum of 50 mm, measured in the centre of the tunnel longitudinal axis....“*

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

**Art. 1.5** is changed as follows

“It is the participant’s responsibility to ensure that his car complies with the SRO-GT4 homologation and the data sheet for the model concerned at all times during the event.

~~There is generally no possibility for an optional use of components which form part of a homologation extension.~~

~~Excepted are:~~

~~Driving height (a new homologation will be issued for parts which are homologated in relation to the driving height, if applicable)~~

~~Suspension springs and dampers.~~

Cologne, 18<sup>th</sup> March 2019

Walter Hornung  
Clerk of the Course

DMSB approved on 18.03.2019

*M. Eifert*

Mischa Eifert  
Coordination Automobile Sport

