Sportingregulations for Circuit Racing in Simracing

Name of the Series:
Digitale Nürburgring Langstrecken-Serie

Preamble:

The digital Nürburgring endurance-series offers participants from all over the world the opportunity to bring the unique atmosphere and spirit of the real Nürburgring endurance-series into their own four walls. The races are held in four separate groups with separate ratings on the legendary Nürburgring-Nordschleife and the GP track (NLS variant). The digital Nürburgring endurance-series includes five races.

Organizer:	VLN VV GmbH & Co.KG
Contact:	VLN VV GmbH & Co.KG Otto-Flimm-Straße 53520 Nürburg Tel.: +49 2691 302-9832 E-Mail: dnls@vln.de
Sporting Orientation	VLN Sport GmbH & Co.KG Nürburgring Boulevard 2 53520 Nürburg E-Mail: dnls@vln.de

Versions:

Version	Date	Author	Changes / Comments
0.1	07.11.2023		Approved

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Details of the series' titles and classifications

VLN VV GmbH & Co.KG, hereinafter referred to as the series organizer, is issuing the digital Nürburgring endurance-series for 2022/23. There are seven separate ratings:

DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2023/2024 Gesamt - classification	☒
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2023/2024 SP9 - classification	☒
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2023/2024 PEETN - classification	☒
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2023/2024 SP10- classification	☒
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2023/2024 SP3T - classification	☒
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2023/2024 VT2 - classification	☒

..1 Name of the Organizer/Promoter, Adress and Contact Details

VLN VV GMBH & Co.KG   Jacqueline Johann
Otto-Flimm-Straße   E-Mail: johann@vln.de
53520 Nürburg

..2 Name of the Organizer/Promoter, Adress and Contact Details of the Porsche Esports Endurance Trophy Nürburgring (PEETN)

Manthey Racing GmbH   Julia Klee
Rudolf-Diesel-Str. 11-13   Telefon: +49 151 54320820
53520 Meuspath   Mail: j.klee@manthey-racing.de

..3 Seriescoordinator / Sporting Orientation

VLN Sport GmbH & Co. KG
Gunnar Miesen
Serienkoordinator DNLS
Nürburgring Boulevard 2
53520 Nürburg
dnls@vln.de

..4 List of Officials (permanent Officials)

Race director: Dominik Ramb / Lukas Unger
Sports commissioner: Will be announced in race briefing documents.

..5 Simulation

iRacing will be used for this series.

o Series Regulations

..1 Official Language

The official language is German. Only the German text of the regulations is binding.
English translations are only for the integration of international participants.

..2 DMSB – Regulations for Circuit Racing in SimRacing 2021

The base for all series / events of Simracing Germany is the DMSB - Circuit Regulations for SimRacing 2021. Individual items are regulated separately in the series announcement and / or the catalog of conduct and penalties.

..3   Code of Conduct & Penalty Catalog

The Code of Conduct & Penalty Catalog is the base for decisions by the officials.

..4   Responsibility, changes to the regulations, cancellation of the event

Participants are taking part in the series at their own risk. You bear the sole responsibility under civil and criminal law for all damage caused by you unless an exclusion of liability is agreed upon in accordance with this announcement. In principle, the invitation to tender may only be changed by the series organizer and the approving body. After approval of the announcement / event, changes in the form of bulletins can only be made by the series coordinator / sporting organizer, but only if necessary for reasons of security and / or force majeure or due to official orders or the information contained in the announcement about Track length, duration of the race, number of laps and observers or obvious errors in the tender.

The organizer reserves the right to cancel or postpone the event or individual competitions for the aforementioned reasons if the calendar is affected. Claims for compensation or performance are excluded in this case.

o   Entries

..1   Entries, Entry Deadline and Obligation to participate

Participation in the championship takes place via online entry as a season entry (5 races). The respective season entry takes place as a team in the classes SP9, PEETN, SP10, SP3T und VT2. A team with several vehicles can be nominated for the season both within and across classes. The organizer is responsible for the final confirmation of entry.

The official period for the season entry begins on <u>08. November 2023 18:00 hrs and ends on 12. November 2023</u>. However, entering the series will be possible after this deadline. The Organizer reserves the right to refuse any entry without reason. Entries will be confirmed via mail to the team-managers by <u>13. November 2023</u>.

<u>Processing of seasonal entries:</u>
Season entries submitted will be processed according to the chronological date of their receipt.

<u>Decision-making authority of the organizer:</u>
The final confirmation of a season entry is at the sole discretion of the Organizer. The organizer reserves the right not to confirm a season entry without giving reasons.
In the classes SP9 and SP10 there is a choice of different vehicle manufacturers. The organizer attaches great importance to ensuring a balanced diversity of the different manufacturers.

<u>Waiting list procedure:</u>
Teams whose season entries have not been confirmed will automatically be placed on the waiting list. A place on the waiting list does not guarantee participation in the season but serves only as a temporary measure until the final decision of the organizer.

The number of vehicles in iRacing sessions is limited to 60. Should the number of starters exceed the limit of 60 vehicles or should there be a significant surplus of entries for certain vehicle classes, the organizer reserves the right to make adjustments to the rules. Even if no event qualification is planned in principle, the organizer reserves the right to hold a pre-qualification on <u>18. November 2023</u> if necessary.

The season entry must be made online using the following form.
Link:
https://forms.office.com/Pages/ResponsePage.aspx?id=Q_Aa4oIzPUmYSYqGKLQuXdsBD8UT7StFq09fLRuwfbpUOU1QTDIzV1ZMVzVGTUJOTlVHNlJRWjFQTC4u

The series organizer reserves the right not to run the digital Nürburgring endurance-series with fewer than 50 named participants.

DNLS - Classification of real racing drivers (Real - Driver)

Teams of class "SP9" must name at least one real driver in the registration form and per race. The named "real driver" can be replaced by another "real driver" at any time, taking into account the reporting deadline.

The real driver is obliged to complete both qualifying and the start of the race!

The decisive condition for the classification as Real-Driver is a valid International C Automobile License.
Furthermore, at least one of the following requirements must be met.
Requirements:
- Listed in the FIA Driver Categorization – 2023 List. (Platinum, Gold, Silver, Bronze)
- Participation in at least 5 real NLS / VLN championship races or in an official 24 hour race on the Nürburgring Nordschleife, which was finished in classification.

Written proof must be submitted via email to dnls@vln.de by the due date one week before the race.

iRating based classification as „Platinum Driver" of SP9 Class

Participants who have an iRating of more than 7500 on race day will be classified as "Platinum-Driver". For Participants who have more than one iRacing account, the account with the highest iRating is decisive for the classification.

Restrictive condition
A maximum of one (1) "Platinum Driver" per team/vehicle/race may be used.

Entryfee per Team

The entry fee for the season or the individual events is to be paid directly to the organizer by bank transfer to the account:

Account owner:	VLN VV GmbH & Co. KG
Bank details:	Kreissparkasse Ahrweiler
IBAN:	DE04 5775 1310 0000 2592 59
Swift-BIC:	MALADE51AHR
Purpose of use:	Race number and Team name

An invoice will be issued after receipt of payment and after the billing address has been announced. A nomination is only accepted and binding after written confirmation by the organizer AND after receipt of payment.

Proof of payment of the entry fee and the allocation of the entry fee to the vehicles mentioned is the responsibility of the team (please mark clearly on the transfer).

The entry fee is charged as an annual fee at the beginning of the season and is as follows, depending on the vehicle class per vehicle:

Class	Season Entry	Guest Starters / Single Event
SP9	275€	60€
PEETN	225€	50€
SP10	225€	50€
SP3T	175€	40€
VT2	175€	40€

All prices include the currently valid VAT.
If an accepted entry is canceled by the team or (partially) not used, there will be no (partial) reimbursement. If a team does not take part in one or more races without excuse, despite having accepted the annual entry, the organizer reserves the right to reassign the starting place.

A non-participation must be announced at least 5 days before the start of the race.

..2   Regulations to Titles and Classifications

SP9 - Classification

Teams of class "SP9" must name at least one real driver in the registration form and per race. The named "real driver" can be replaced by another "real driver" at any time, taking into account the reporting deadline.

The real driver is obliged to complete both qualifying and the start of the race!

<u>Minimum driving time SP9 – Real-Driver</u>
The minimum driving time for real drivers is eight (8) laps. The driving time may be interrupted by a change of driver.
Teams that do not race with a real driver or complete the required minimum driving time will receive a 60 second stop & hold penalty or a time replacement penalty of 85 seconds in the race.

 A maximum of one (1) "Platinum Driver" per team/vehicle/race may be used.

Success-Pitstoptime (Longstops)
After each race, the SP9 teams receive a separate pit stop for the following race, depending on their placement.

1. Place   30 Seconds
2. Place   20 Seconds
3. Place   10 Seconds

The long stop must be completed at the first pit stop in the penalty box. The pit service and driver changes may then be carried out.

The pitstop begins when the vehicle comes to a standstill in the penalty box.
The pitstop ends when the vehicle moves or rolls out of the penalty box.
The iRacing InGame video timer is decisive for the measurement.

<u>Violations</u>
Violations will be sanctioned with a Stop-and-Hold Penalty. The length of the Stop-and-Hold Penalty is depending on the amount of time the stop was too short. Times are always rounded up.
Example:
If the Stop was 0.2 Seconds short, a Stop-and-Hold Penalty of 1 second will be given by race control.

Porsche Esports Endurance Trophy Nürburgring (PEETN) – Classification

Teams do not have to provide any special proof to start in the PEETN class of the digital Nürburgring endurance series.

Success-Pitstoptime (Longstops)
After each race, the PEETN teams receive a separate pit stop for the following race, depending on their placement.

1. Place   30 Seconds
2. Place   20 Seconds
3. Place   10 Seconds

The long stop must be completed at the first pit stop in the penalty box. The pit service and driver changes may then be carried out.

The pitstop begins when the vehicle comes to a standstill in the penalty box.
The pitstop ends when the vehicle moves or rolls out of the penalty box.
The iRacing InGame video timer is decisive for the measurement.

<u>Violations</u>
Violations will be sanctioned with a Stop-and-Hold Penalty. The length of the Stop-and-Hold Penalty is depending on the amount of time the stop was too short. Times are always rounded up.
Example:
If the Stop was 0.2 Seconds short, a Stop-and-Hold Penalty of 1 second will be given by race control.

SP10 – Classification

Teams do not have to provide any special proof to compete in the SP10 class of the digital Nürburgring endurance series.

Success-Pitstoptime (Longstops)
After each race, the SP10 teams receive a separate pit stop for the following race, depending on their placement.

1. Place   30 Seconds
2. Place   20 Seconds
3. Place   10 Seconds

The long stop must be completed at the first pit stop in the penalty box. The pit service and driver changes may then be carried out.

The pitstop begins when the vehicle comes to a standstill in the penalty box.
The pitstop ends when the vehicle moves or rolls out of the penalty box.
The iRacing InGame video timer is decisive for the measurement.

Violations
Violations will be sanctioned with a Stop-and-Hold Penalty. The length of the Stop-and-Hold Penalty is depending on the amount of time the stop was too short. Times are always rounded up.
Example:
If the Stop was 0.2 Seconds short, a Stop-and-Hold Penalty of 1 second will be given by race control.

SP3T – Classification

Teams do not have to provide any special proof to compete in the SP3T class of the digital Nürburgring endurance series.

Success-Pitstoptime (Longstops)
After each race, the SP3T teams receive a separate pit stop for the following race, depending on their placement.

1. Place   30 Seconds
2. Place   20 Seconds
3. Place   10 Seconds

The long stop must be completed at the first pit stop in the penalty box. The pit service and driver changes may then be carried out.

The pitstop begins when the vehicle comes to a standstill in the penalty box.
The pitstop ends when the vehicle moves or rolls out of the penalty box.
The iRacing InGame video timer is decisive for the measurement.

Violations
Violations will be sanctioned with a Stop-and-Hold Penalty. The length of the Stop-and-Hold Penalty is depending on the amount of time the stop was too short. Times are always rounded up.
Example:
If the Stop was 0.2 Seconds short, a Stop-and-Hold Penalty of 1 second will be given by race control.

VT2 – Wertung

Teams do not have to provide any special proof to compete in the VT2 class of the digital Nürburgring endurance series.

Success-Pitstoptime (Longstops)
After each race, the VT2 teams receive a separate pit stop for the following race, depending on their placement.

1. Place   30 Seconds
2. Place   20 Seconds
3. Place   10 Seconds

The long stop must be completed at the first pit stop in the penalty box. The pit service and driver changes may then be carried out.

The pitstop begins when the vehicle comes to a standstill in the penalty box.
The pitstop ends when the vehicle moves or rolls out of the penalty box.
The iRacing InGame video timer is decisive for the measurement.
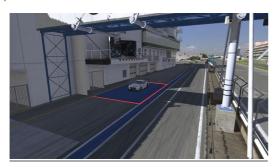
<u>Violations</u>
Violations will be sanctioned with a Stop-and-Hold Penalty. The length of the Stop-and-Hold Penalty is depending on the amount of time the stop was too short.
Example:
If the Stop was 0.2 Seconds short, a Stop-and-Hold Penalty of 1 second will be given by race control.

Penalty Box

..3   Team managers / Teams / Participants

Should a team not be able to participate in the further course of the racing series for any reason, it is obliged to report this in as soon as possible.
Teams that do not cancel their registration for an event in due time lose their starting authorization for the rest of the season.

Team manager

The team manager is primarily responsible for his named team. All changes may only be made through him.
The team manager may be the team manager as well as the driver in this team. A team manager can also be a driver in another team.
Important information such as entry confirmations, server password, etc. is sent to the team leader by email. It is his responsibility to forward this information.

Teams

Teams are responsible for compulsorily complying with the following terms:
1.   Joining the server with the correct vehicle, team and associated iRacing Team ID
      Violations: Drive Through Penalty
2.   Using the start number confirmed by the organizer
      1st Violation: 3x Penalty Points
      2nd Violation: 10s Stopp & Go Penalty
3.   Selecting the correct car template in iRacing to display the starting number correctly.
      1st Violation: 3x Penalty Points
      2nd Violation: 10s Stopp & Go Penalty

A team must consist of at least two drivers. The teams are free to occupy the vehicle with the drivers of their choice. The "Real Driver" regulations for SP9 class must be followed here!

Participants / Driver line-up

All teams are obliged to name their drivers for the respective race. The driver must be named by Wednesday 12:00 noon in the week of the event using the corresponding online form. Teams that do not submit a driver nomination are not allowed to start. Teams that do not confirm their line up to the deadline may be excluded from the race. The organizer is responsible for for decisions in this matter.

Drivers may be renamed or deregistered without penalty. These changes must be submitted by the day of the event at 9:00 a.m. via e-mail to dnls@vln.de .

Minimum driving time

The iRacing "drive Fair Share" rule is applied:

Formula: Number of racing laps "divided by" Number of drivers "divided by" 4

Example: 50 (laps) / 2 (driver) / 4 (fair share fraction) = 7 (laps) every driver must have completed at least.

Teams that fall short of the minimum driving time will be disqualified.

Exceptions to the minimum driving time

Each team has a joker available throughout the season. Thus, it is possible to fall short of the minimum driving time or that a team can contest a race with only one driver without penalty and thus receives full championship points. The minimum pit stop time must be adhered to.

P9 class is excluded from this rule.

Teams that compete in a competition from a simulator (rig) are obliged to provide evidence of the two mandatory driver changes and the minimum downtime. The driver changes must be sent immediately by means of a video.

Such constellations must be reported to the organizer before the competition.

Teams that want to participate in this configuration shall contact the organizer via this E-Mail: dnls@vln.de.

The organizer is responsible for the final confirmation.

..4   Starting numbers

The starting numbers can be selected according to the following start number ranges for each class:

SP9:   #2 - #50
PEETN: #100 - #130
SP10:   #161 - #193
SP3T: #800 - #840
VT2:   #466 - #520

#1 is reserved for the SP9-class winner oft he previous season.

o   Licenses

The "Real Driver" regulations must be observed for the SP9 class.

No licenses are required for the PEETN, SP10, SP3T and VT2 classes.

o   Insurance

No insurance required.

o   Events

..1   Series-Schedule

Date	Race	Length	Track layout
Saturday, 02. December 2023	Race 1	3,5h	VLN - Variant
Saturday, 16. December 2023	Race 2	3h	VLN - Variant
Saturday, 27. January 2024	Race 3	3,5h	VLN - Variant
Saturday, 17. February 2024	Race 4	3h	VLN - Variant
Saturday, 02. March 2024	Race 5	4h	VLN - Variant

..2   Event Schedule

Veranstaltungen (Alle Veranstaltungen sind nach der Mitteleuropäischen Zeit (CET) angegeben)

Session	Time
Practice:	08:00 to 10:00 (separate Server)
Warm-Up:	09:00 to 11:05 (Race Server)
Briefing:	11:10 to 11:35 (Mandatory for all participants)
Qualifying:	11:35 to 12:15 Uhr (PEETN, SP10, SP3T, VT2)
Qualifying:	12:30 to 12:45 Uhr (SP9)
Racestart:	13:00

..3   Maximum Gridsize / Waitinglist / Gueststart

Gridsize

Die maximum Gridsize is 60 vehicles, divided into the respective classes, as follows:
-    SP9:   20 Vehicles (5x BMW, 5x AMG, 5x Porsche 3x Ferrari, 2x Lamborghini)
-    PEETN: 14 Vehicles
-    SP10:   12 Vehicles (4x BMW, 4x AMG, 3x Aston Martin, 1x wildcard winner of your choice)
-    SP3T: 7 Vehicles
-    VT2:   7 Vehicles

52 of the 60 available starting places will be allocated via the season entry. The remaining eight (8) starting places will be allocated as follows:
-    Four (4) starting places are reserved as Wildcards for the Class winners of the des DNLS-Community Cup 2023.
-    Four (4) starting places are reserved for the organizer in the form of wild cards for seasonal entries or guest starts.

The organizer reserves the right to adjust the maximum number of start groups.

If the maximum grid size is not reached, the organizer has the option of assigning more than four wildcards at its own discretion.

Guest start

A guest start is possible at any time of the season.
It is up to the organizer to allow a guest starter.
Guest starters receive championship points.

..4   Holding the Competitions

All formats are:
☒ online
☐ on-site Events
☐ on-site in simulator centers

Practice

There are official practice servers (provided by the organizer) and privately hosted training servers.
At least three training servers are made available by the organizer for each competition. These dates will be announced in the event board and / or series calendar.

Mandatory attendance – Race server

All teams must have registered their team on the race server by 10:30 a.m. on the day of the event. This is the only way to ensure that all teams can take part in the race.

Qualifying to set up the Grid

There is no qualification minimum. Drivers or teams who do not complete a lap in the qualification start at the end of their vehicle class but are entitled to start.

During the qualification, the vehicle may only be left within the pit lane (using the ESC button). Resuming the qualification is excluded after leaving or resetting the vehicle outside the pit lane. After crossing the start / finish line, the pit lane can only be accessed via the short connection.

The result of the timed practice is used for the starting grid.

Qualification Procedure:

The track will be opened by the race director via in-game chat.

During timed practice, pit entry from the Nordschleife is only possible via the Grand Prix track and the pit entrance behind the Veedol chicane.

Offenses will be sanctioned with a drive-through penalty.

The outlap is to be driven at approximately racing speed. Warming up the tires in the form of burnouts is prohibited. In the outlap, drivers must be given space on a fast lap. The same applies to the inlap. The pit lane must be left in such a way that no drivers are hindered on a fast lap.

In qualifying, a timed lap can also be started by driving through the "Hyundai N-curve" after a "short lap" on the Grand Prix course. When driving on the start / finish straight over the "Hyundai N-curve", the right-hand drive applies up to the start / finish line! It is permitted to drive more than one lap over the GP circuit.

Starting the timed lap over the Grand Prix course (Penalty cancelation)
There is no lap limit beyond the short lap.
If a timed lap is started over the "short lap" of the Grand Prix course through the "Hyundai N-curve", the iRacing simulation will issue a penalty. The penalty will be revoked by race control.

Proceed as follows:
- Chat command via chat (press the "T" key to open)
- After driving through the "Hyundai N-curve", a chat command must be sent to racecontrol on the start / finish straight. The chat command must be made via the text chat, the start number must also be given. The chat command can be sent by the driver or teammate.
- The following must be entered in the text chat: / rc123 ("123" should represent the start number.)

Qualifying (PEETN, SP10, SP3T und VT2)
With the start of the qualification session on the part of iRacing, the classes of PEETN, SP10, SP3T and VT2 can start qualifying at their own discretion. The qualifying will be ended after 40 minutes by race control using the iRacing text chat "Finished Qualifying PEETN, SP10, SP3T & VT2". All laps started up to that point may be completed and will be evaluated according to the iRacing framework.

Drivers completing the qualifying are eligable for the race start but are not obliged to do the race start.

Qualifying (SP9)
The real driver is obliged to complete both qualifying and the start of the race!
Racecontrol approves the qualifying for the SP9 class using the iRacing text chat "Start Qualifying SP9 Class".
The timed practice of the SP9 class is ended after 15 minutes by the iRacing simulation. All laps started up to that point may be completed and will be evaluated according to the iRacing framework conditions.

Formationlap:

The formation lap is completed in four (4) starting groups.
All vehicles will be begin the formationlap on the road side, which is determined by the result of qualifying and by iRacing.

Overview of the starting groups:
Starting group 1: SP9
Starting group 2: PEETN
Starting group 3: SP10
Starting group 4: SP3T & VT2

Starting group 1 begins their formationlap at the same time as the PaceCar does.

All subsequent vehicle classes begin their formationlap at an interval of approx. 100 seconds from the starting group before.

Race control announces via iRacing text chat at which InGame Sim-Time other starting groups have to start their introductory lap.

The Sim-Time is displayed in the cockpit in the "Lap Time Black Box (F1)".
Pole-Setters of each class are obliged to drive a consistent speed of 70-85kph until race start for their start group. Overtaking during the introduction- / formation lap is only permitted if a vehicle was delayed when leaving the starting grid and the vehicles behind - in order not to obstruct other vehicles - could not avoid passing.

Vehicles that are passed by the entire field, remain at the end of the field and start from the last position. If more than one vehicle is affected, they must line up in the order at the end of the field in which the starting grid was left. A change of position as well as sudden changes of direction, e.g. to warm up the tires, is prohibited. In such cases, it is the Race Director's decision not to clear the start, to allow another introduction- / formation lap or to impose a penalty. Drivers who enter the pit lane due to a defect in their vehicle must let themselves fall back to the end of the starting field.
Vehicles starting from the pit are only allowed to leave the pit lane after their starting group has completely passed the pit exit.

Free starting places may not be filled in during the introduction- / formation lap and at the start by moving up the other vehicles. However, the starting rows that remain free will be closed when the other vehicles move up.

In the introduction- / formation lap, the distance between the vehicles must generally not be more than approx. Three (3) vehicle lengths.

At the latest at the Bilstein Bridge at the end of Döttinger Höhe, all vehicles in each start group must form an orderly and closed 2x2 formation!

Starting drivers must activate the VoiceChat to be able to understand instructions from race control!

Start command/ Race start

The start of the race is rolling in four start groups.
The vehicles, under the leadership of the vehicle in pole position in the respective start group, must approach the start area at a constant speed in an orderly and closed parallel formation in two rows.
The Pole-Setters have to keep the specified pre-start speed. All following cars of the starting group must close the formation and adjust to the speed of the Pole-Setter. The distance regulation must be observed here.
The race starts within the start area.
The "Green Flag" command by iRacing is to be ignored by all drivers.

Start procedure
The release is given by race control via ingame text chat.

Text-Chat-Commands:
SP9 - class: *"SP9 ---> GREEN GREEN GREEN <---"*
PEETN - class: *"PEETN ---> GREEN GREEN GREEN <---"*
SP10 - class: *"SP10 ---> GREEN GREEN GREEN <---"*
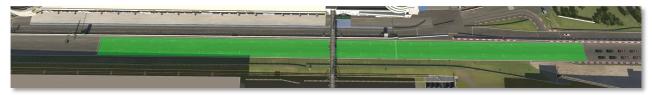*SP3T - class:*   *"SP3T & VT2 ---> GREEN GREEN GREEN <---"*

As soon as race control starts the race for a starting group, the 2x2 formation may be left and overtaking is allowed.

Exceptions
If race control is not able to send text chat commands because of technical issues or other reasons, the race will start automatically when the polesitter is at the end of the starting area. Overtaking is permitted as soon as the polesitter passes the starting area.

Start-Area

Race

The end of the race is indicated to each team by showing the finish flag when crossing the finish line. When the prescribed number of laps is reached, first the leader and then all those following are waved off, irrespective of the number of laps they have achieved up to that point. In races over a timed distance, the signal will be given when the leader passes the finish line after the time has elapsed.
After the overall leader of the race has passed the start/finish line to end the race, pit exit will be closed and exiting the pitlane is prohibited.

After the leader has been waved off, overtaking is prohibited on the cooldown lap with respect to the vehicles that are still in the race and have not yet been waved off. The finish line may only be crossed once. Violations will be penalized by race control.

After the race has ended, all teams must drive independently into the pit lane via the pit entrance of the GP circuit. Only after they have come to a standstill can they press the ESC key. Violations of any kind will automatically result in the team concerned not being scored.

Teams that give up the race for no apparent reason may lose their entry authorization for the reminder of the season.
The reason for giving up the race can be communicated verbally to the race committee via the Teamspeak app.

Driving slowly and / or stopping for no compelling reason in front of the finish line and / or on the home straight is prohibited and will result in non-scoring.

The finish line is only valid on the track and not in the pitlane.
Vehicles that are in the pitlane when the overall leader ends the race will not be scored.!

Definition of non-scoring and disqualification
Non-scoring: The championship points from the classification run are deleted, the position is retained.

Disqualification: The championship points from the race will be deleted, the team will be placed at the end of its vehicle class in the evaluation.

Mandatory pitstops and minimum pitstop time

Each team must do at least two (2) mandatory pitstops in a D-NLS race.
The Minimum pitstop time is 30 seconds. The ingame video timer is decisive for the length of the stop.
The minimum pitstop time also applies to the joker rule.

The pit window opens with crossing the start-/finish at race start.

Violations will be sanctioned with a Stop-and-Hold Penalty. The length of the Stop-and-Hold Penalty is depending on the amount of time the stop was too short.
Example:
If the Stop was 0.2 Seconds short, a Stop-and-Hold Penalty of 1 second will be given by race control.

Doing less than 2 mandatory pitstops will result in a disqualification.

Online – Driver change

Each team must make at least one (1) online driver changes in a race.
(Observe Joker rule for PEETN, SP10, SP3T & VT2)

Exceptions
Teams that are racing in one simulator (rig).

Pitlane

In the pit lane, the driver must stay in the fast lane until he is two car lengths in front of his pit. It is forbidden to intentionally block the car behind or to stand away from your own pit area. Violations will be punished by the racing committee.

Moving vehicles with their own engine power against the direction of travel is permitted for a maximum of one vehicle length. When leaving their own box, each driver immediately drives into the fast lane and follows it to the part of the route where it is allowed to re-enter the racetrack. If other vehicles approach from behind when entering the racetrack, the driver may only return to the ideal line when he has reached the racing speed and is not obstructing other drivers.

Changing the tires is optional and not mandatory during a pit stop.

Warming up the tires in the form of burnouts is prohibited. The exception is driving off from your own pit area.

Obligation to change tires

There is no obligation to change tires.

Guidelines for Using FastRepair(s) (FR)

The number of FastRepair is as follows:

RENNLÄNGE	ANZAHL
3H BIS 4H	3 FR

For each FastRepair used, a drive through penalty must be taken in the following lap. This also applies for fast repairs taken by accident.

Each team is responsible for completing the drive through penalty independently and in the following lap. If the penalty is not taken by a team, every driven lap after will result in 1x penalty point per lap until the team completes their penalty.

Doing a pitstop is not allowed while taking a fast repair penalty except the car has significant damage and needs another fast repair. In this case, the lap for the penalty gets moved back appropriately.

Race control checks all teams during and after the race.

<u>Reporting a FastRepair (FR-Report)</u>
A FastRepair does not need to be reported.

<u>FastRepair proof</u>
Proof for unused fast repairs is not necessary. If a team claims to not have taken a fast repair, the team is responsible to deliver proof to race control.

..5 Approved vehicles / change vehicle class

Vehicleclasses/Vehicles

A DNLS-BoP is in affect. Changes to the Balance of Performance (BoP) may be done at any point by the organizer.
Changes of the BoP will be published in the briefing-documents for each race. Changes can be made up to 24 hours before the event.
Each team can select the desired vehicle type from the following vehicle list for the entire racing series.

Vehicleclass	Vehicle	Fuel in %	Power ADJ %	Additional weight in kg
SP9	Lamborghini Huracan GT3 EVO	95	99,75	3
	BMW M4 GT3	93	98,50	12
	Mercedes-AMG GT3 2020	94	99,50	5
	Porsche 911 GT3 R (992)	95	99,25	6
	Ferrari 296 GT3	95	99.00	10
PEETN	Porsche 911 GT3 CUP (992)	95	95,00	0
SP10	Mercedes-AMG GT4	85	100,00	8
	BMW M4 GT4	85	100.00	0
	Aston Martin Vantage GT4	85	100.00	0
SP3T	Hyundai Veloster N TC	75	100.00	0
VT2	Toyota GT86	75	100.00	0

Change of Vehicleclass

A change of vehicle class between the races of the digital Nürburgring endurance series 2022/2023 is allowed. However, the points achieved cannot be transferred from one class to the other. The organizer is responsible for the final confirmation.

Change of Vehicles

In principle, one (1) vehicle change within a vehicle class is possible after entry confirmation. A request for a change of vehicle can be made in writing by e-mail to dnls@vln.de up to seven days before the next classification race. The reasons for the change of vehicle must be stated. The final confirmation is the responsibility of the organizer.

Vehicle setup and Vehicle settings

No restrictions

..6 Classification

Scoring and Classification mode

The winner of a race is the team that has left the longest distance behind and crosses the finish line first after the time has elapsed, including all penalties.
All participants who started will be counted provided they finish the race with the checkered flag. Only those vehicles are counted that have finished the race with their own engine power across the finish line in the pit lane.

A rating is only given if there is a comprehensible result, either by means of replay or result / timing.
The number of at least 7 starters in the respective class is decisive for the point system. If more than 7 vehicles start in a class, you will receive 1 point from position 8 for the overall rating of the respective classes and the cross-class Real / Sim rating.
This is independent of how many vehicles started in the class. If fewer than 7 vehicles start, however, the number of points to be achieved is reduced according to the following table of points:

Platzierung	Starter in der Klasse						
	1	**2**	**3**	**4**	**5**	**6**	**ab 7**
1	2	3	4	6	8	11	15
2		2	3	4	6	8	11
3			2	3	4	6	8
4				2	3	4	6
5					2	3	4
6						2	3
7							2
ab 8							1

The point grid is used for each individual vehicle class rating.

In all races of less than four hours duration, only those vehicles that have completed at least 75% of the distance covered by the winner will be scored.

Equality of points

In case of point equality of multiple teams, penalty points will be considered first. The team with less penalty points will be given the better classification. If all concerned teams have no or the same amount of penalty points, the greater number of the first, then the second and then the other places in all races (strike results included) will decide.

Strike Results

Each team is entitled to a strike result in the first three classification races. The strike result will be included in the individual rankings after the third race.

..7   Private Practice and Tests

Private practice and tests are allowed.

..8   Drivers Briefing (Briefing)

Drivers Briefing (Briefing)

The briefing takes place in the Simracing Germany teamspeak and is carried out by the officials of the Digitale Nürburgring Langstrecken-Serie in Verbindung in conjunction with the chairman of the Reko.

access data:
Server adress: ts.simracing-deutschland.de
Password: abtabt

In principle all participants should participate in the drivers briefing. However, participation is not mandatory for all participants. At least one driver or the team manager needs to participate in the drivers briefing. It is mandatory to have your car number in before your name in Teamspeak.

Example: #123 Max Mustermann

All participants must be muted during the drivers briefing.

The driver briefing will be held in German only. An English driver briefing is offered as an option.

A determined non-participation or incomplete participation in the briefing will be penalized by the Reko with a 10-second stop & hold penalty or a rating penalty of 35 seconds for the rating race.

A separate briefing document will be published for each competition. Regulations that are listed in the briefing document or communicated in the driver briefing are binding for all participants and must be strictly adhered to.

Driving on the official race server is prohibited during the drivers' briefing.

After the drivers briefing it is mandatory for all participants to join their own team channel in Teamspeak.

..9   Titles, Pricemoney and Trophies

Title

- The team of the SP9 classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2023/2024 receives the title: Champion SP9 | Digitale Nürburgring Langstrecken-Serie 2023/2024.
- The team of the PEETN classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2023/2024 recieves the title: Champion PEETN | Digitale Nürburgring Langstrecken-Serie 2023/2024.
- The team of the SP10 classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2023/2024 recieves the title: Champion SP10 | Digitale Nürburgring Langstrecken-Serie 2023/2024.
- The team of the SP3T classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2023/2024 recieves the title: Champion SP3T | Digitale Nürburgring Langstrecken-Serie 2023/2024.
- The team of the VT2 classification with the highest toal number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2023/2024 recieves the title: Champion VT2 | Digitale Nürburgring Langstrecken-Serie 2023/2024.
- The team with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2023/2024 recieves the titel: DNLS Champion 2023/24 | Digitale Nürburgring Langstrecken-Serie 2023/2024.

Prize money and Trophies

Prize money will be awarded to the three best-placed teams in the advertised classes / ratings at the end of the season (see table below). The respective class winners also receive a trophy.

Prize money class ranking

Position	SP9	PEETN	SP10	SP3T	VT2
1.Platz	1000,00 EUR	4000,00 EUR	750,00 EUR	750,00 EUR	750,00 EUR
2.Platz	750,00 EUR	2500,00 EUR	500,00 EUR	500,00 EUR	500,00 EUR
3.Platz	500,00 EUR	1500,00 EUR	250,00 EUR	250,00 EUR	250,00 EUR

DNLS-Champion
The overall Champion of the Digitale Nürburgring Langstreckenserie 2023/24 will recieve 1500€ prize and in addition an invitation to the award ceremony of the Nürburgring Langstreckenserie 2024.

Trophies
Each individual class winner will recieve a trophy.

Trophies - PEETN
The top 3 teams of each race will be honored and all their drivers will receive a trophy.

Non-cash prizes
The organizer reserves the right to award non-cash prizes from sponsors. (Details are not yet finalized and may be published later)

Award ceremony

The winners of the advertised classifications will be honored during one of the first three races of the Nürburgring endurance-series (NLS. Tickets for drivers and team managers will be provided by the organizer. Travel expenses, accommodation etc. will not be paid by the organizer and needs to be organized by the teams. The winners will be notified automatically.

..10   Protests / Racecomission/Investigations / Penalties / Penaltycatalog

Protests

Protests can be submitted during the race, but no later than 15 minutes after the finish of a race. Protests must be submitted using the online form. The protest period for individual incidents (up to 30 minutes before the end of the race) is 30 minutes. Protests submitted after this deadline are considered inadmissible.
The protest form must be filled out completely and correctly.
Protests from drivers who are not involved in the incident will not be accepted.
Protests must be reported by a driver / team directly involved in the incident.
The protest must contain the exact current time (CT).

Race control / Investigations

Race control at least consists of the race director as well as one steward. Incidents will be checked and assessed during the race. (Live race control)

Penalties

Penalties may only be taken from the end of the first lap of the race.
Penalties handed out by race control must be completed within three (3) laps.

Exceptions

Exceptions are always direct instructions from the race committee, these must be followed immediately. Direct instructions can be transmitted via Teamspeak (Voice) or the iRacing InGame text chat.
Violations against direct instructions of race control will lead to immediate disqualification. Race control reserves the right to further sanctions.
Only penalties that are awarded via the in-game function using a black flag, regardless of whether they are issued by race control or the in-game incident regulation, may be combined with a pit stop. Because of iRacing regulations a additional stop time of 25 seconds will be added to the stop.
All other penalties, especially Drive Through Penalties and the Fast Repair Penalty, may not be combined with a pit stop!

iRacing Penalties

IRacing framework conditions apply.

iRacing penalties can be recognized by a black flag in the field of vision.
If the black flag is rolled up, it indicates a warning and the driver must e.g. Slow down to avoid a penalty during the session.
If the black flag is shown unfolded, it means a penalty from iRacing or the race management. The driver must return to his box to complete the penalty.
iRacing or the race stewards can impose three types of black flag penalties:

A) Stop-and-Go: - This penalty requires that the penalized driver / team must head for his pit and stop in his pit place. The black flag will be cleared by iRacing and the race can be restarted.
B) Stop-and-Hold: - This penalty requires that the penalized driver / team must head for his pit and stop in his pit place. The iRacing simulation holds the driver / team in their pit position for a certain period of time before the race is released again.
C) Disqualification.

If a driver is given a penalty (black flag) in a session, by iRacing or the race management, he must return to the pits to serve the penalty.

Starting from the pitlane

Teams that must complete a pit lane start may not begin their race from the pit lane until the entire class of cars in which they are starting has passed the pit exit line. The team may line up at the end of pit lane, on the right side of the lane.

..11   Legal recourse and limitation of liability

In the case of decisions by the series organizer, the chairman of the Reko, or the organizer as judge within the meaning of § 661 BGB, legal recourse is excluded.

No compensation claims of any kind can be derived from the measures and decisions of the series organizer, except in the case of deliberate or grossly negligent damage.

Participants take part in the events at their own risk. By submitting this entry, applicants and drivers declare the waiver of claims of any kind for damages that arise in connection with the events, namely against Simracing Germany, its organs and managing directors, the organizer, the members of the Reko and all other persons involved with the organization the event, except for damages resulting from injury to life, limb or health, which are based on an intentional or grossly negligent breach of duty, also by a legal representative or a vicarious agent of the group of persons exempted from liability, except for other damages that are due to a intentional or grossly negligent breach of duty, also by a legal representative or vicarious agent of the group of persons exempt from liability.

The exclusion of liability becomes effective with the submission of the nomination towards all parties involved. It applies to claims based on any legal reason, in particular both for claims for damages from contractual and non-contractual liability and also for claims from tort. Tacit liability exclusions remain unaffected by the above liability exclusion clause.

..12   TV rights / advertising and television rights

All copyrights and image rights belong to the series organizer, including the images that are taken over from television broadcasts of the digital Nürburgring long-distance series 2022/2023.
All television rights of the digital Nürburgring long-distance series 2022/2023, both for terrestrial transmission and for cable and satellite television transmission, all video rights and all rights to exploitation through all electronic media, including the Internet, lie with the series organizer.
Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of the series organizer.

Livestream Participants

Teams that broadcast their race live on the Internet are obliged to use the vehicle paintwork (SkinPack) provided by the organizer for all participants.

..13   Special Provisions

☒ The special series provisions are published in the appendices.

☐ There are no other special series provisions.

O   PART 3 ANNEXES/ DRAWINGS

o   Special Provisions

..1   Advertisement on vehicles

Templates

The vehicle templates are provided by the organizer as a download. The series partners contained in the templates may not be changed in position or size.
The organizer reserves the right to change the mandatory sponsors on the vehicles. All teams are obliged to implement the changes and to send in the new livery by mail in due time.

Deadlines

Race 1:
Vehicle paintwork (skins) must be sent by email to dnls@vln.de no later than 19. November 2023 06:00PM.
The reference of the e-mail must include car class, starting number and team name. Liveries that cannot be identified will not be processed.

After Race 1

Vehicle paintwork (skins) must be sent by email to dnls@vln.de no later than Tuesday 6:00 p.m. prior to the respective event. The reference of the e-mail must include car class, car number and team name. Liveries that cannot be identified will not be processed.

Guidelines for Templates

The windscreen banner must only contain the logo of the main sponsor. No other advertising is permitted on the windows.

In addition, the compulsory sponsors of the digital Nürburgring endurance-series are not at any time:
• be moved,
• be changed in size or format,
• are covered by other graphics or restricted in visibility,
• can be changed in color
• are hidden and must, as specified in the templates, remain visible in the vehicle design.

Individual Logos / individual Design

Individual logos and designs are permitted and expressly desired. However, the above guidelines must be observed. Approval from the relevant company must be available for the logos used. By affixing the logos to the vehicle used, the participant confirms that these permits have been obtained. The driver is liable in the event of damage. The series organizer is not liable for possible claims by third parties.

All designs or lettering that associate a connection with party-political, pornographic or xenophobic content are prohibited and lead to exclusion from the series.

Individual team Sponsors/Partners
 We have the option of displaying the team logo of the respective team in the live stream.
The organizer will provide the templates for download.

Example OnBoard

The following conditions must be met for this.
-    The team must join the race server with their iRacing Team ID and start number.
-    The template must be correctly saved and named.

..2   Communication & Zoom-Meeting

Teamspeak

The VOIP communication system Teamspeak is compulsory to use. From the driver briefing onwards, presence in the Simracing Germany Teamspeak is mandatory.

Teamspeak rules
All participants must use their real first and last name on the Teamspeak server. Furthermore it is mandatory to place the start number in front of the real name.
Example: #123 Max Mustermann

Access Data
Adress: ts.simracing-deutschland.de
Port: leave empty

Password: abtabt

Communication with the teams is essential and must be guaranteed. Violations can be penalized with a stop & hold penalty of 30 seconds.

Discord

The Simracing Deutschland Discord will be used for DNLS. The server was already used for the DNLS Community Cup and has 2 different tabs for DNLS and DNLS Community Cup. The Discord is primarily for communication between teams and drivers.

Series coordinators Gunnar Miesen and Ricardo Edelmann will not share any official documents via the Discord.
The channel „useful-information" will give information when official documents and information for teams was sent out to teams. Official documents will exclusively shared to the team managers via e-mail.

Discord Link: https://discord.gg/NSb5tXJ

Zoom Meeting

It is obligatory for all <u>active</u> drivers to join the Zoom meeting provided by the organizer and to transmit a permanent live image of themselves.

Violation: Warning
Folgende Bedingungen sind zwingend einzuhalten:
> Name: Starting number and driver name
> Example: 00 Max Mustermann
> Mikrophone: Mute

Winner Interviews

Interviews will be carried out via Zoom.

InGame Chat
Use of the iRacing chat function is prohibited from the start of the drivers briefing onwards. The only exceptions are following hot key chat commands:

- Pass left
- Pass right
- Pitting in

InGame Voice Chat
The InGame VoiceChat function must be set up and activated.

..3   Safety-Car

No safety car is used.

..4   Disciplinary Measures

The participants are obliged to behave in a sporty and fair manner. You must account for the actions or omissions of your support staff (supervisors, team members, etc.).
#myraceisfairplay

..5   Weather / Daytime / Trackconditions

Weather

The weather is set dynamically in practice, qualifying and racing sessions.

InGame Dates & Times

Race	Date Race	Date Practice	Practice	Qualifying	Race
Race 1:	Apr 27. 2024	Apr 26. 2024	15:00	14:00	15:00
Race 2:	May 25. 2024	May 24. 2024	12:00	11:00	12:00
Race 3:	Jun 22. 2024	Jun 21. 2024	17:00	16:00	17:00
Race 4:	Aug 03. 2024	Aug 02. 2024	13:00	12:00	13:00
Race 5:	Sep 14. 2024	Sep 13. 2024	16:00	15:00	16:00

Track conditions

Adjust Track Condition (Automatically clean marbles): Dynamic
Starting Track State: 61%
Carry over track state from previous sessions: Yes

..6   Incident Limit

The iRacing general conditions and penalties apply.

Race

The first S / H penalty is pronounced with the 30th INC. The penalty is pronounced by the simulation.
Every further S / H penalty takes place after 5 INC. The race management reserves the right to adjust the INC limits upwards
as well as downwards depending on the driving style and interaction with one another.

..7   Flag rules

Blue Flags

This flag, shown waved, indicates to the driver that he is being overtaken or lapped. It has different meanings during practice /
qualification and the race:

During Practice / Qualifying:

The flag indicates to the driver that a faster vehicle is approaching and is about to overtake the driver.

During the Race:

A driver to be lapped who is shown blue flags must allow the vehicle behind him/her to lap at the next safe opportunity.
A driver who obviously ignores blue flags in a systematic way or repeatedly disregards blue flags can be penalized with at least
a classification penalty.

..8   PENALTY POINTS + PENALTY POINTS ACCOUNT

Violations of the regulations and incidents on the racetrack caused by negligent or reckless behavior can be punished by the
racing committee with penalty points and other penalties such as starting out of the pits or drive-through penalties.
Further penalties will be considered at the next start. All penalty points are collected on the penalty point account (SPK) of the
respective team. These can be seen in the official evaluation under the Penalties and Account column (Penalty column =
penalty points) (Account column = penalty point account). The account will be reset after serving the sentence.
If 10 penalty points are reached, the team automatically receives a Stop and Go Penalty of 30 seconds for the next race.
The SPK consists of penalties from the races. The points can only be reduced using the procedure below.

Reduction of penalty points

Penalty points are only set to 0 after the end of the season. (open penalties are excluded)

Full-Course Yellow (Virtual Safety-Car)

Calling a Full-Course Yellow (FCY) is the responsibility of the Clerk of the Course.
A Full-Course Yellow (FCY) can be called in the following situations.
-      In accidents with more than four vehicles involved

A Full-Course Yellow (FCY) is announced by the officials via Teamspeak (Whisper) with "**Yellow Flag Yellow Flag Full-Course Yellow**".

From this point on, the following provisions apply to all teams.
 - Teams are instructed to slow down appropriately.
 - There is an absolute ban of overtaking and you have to drive behind the leader of the class in single file formation.
 - The leader of each vehicle class must not exceed maximum speed of 120 km / h, not later than 20 seconds after calling out the FCY phase.

Do not exceed the specified maximum speed until the end of an FCY phase. All vehicles behind the lead vehicle are allowed to catch up.
 - For vehicle classes that have not yet started the race, the following must be observed.
  o The regular start in a 2x2 formation is canceled
  o A single file formation must be used
 - During an FCY phase, it is allowed to constantly change your direction of driving to warm up the tires. It is prohibited to slow down or to accelerate.
 - Vehicles may drive past vehicles that are not in their vehicle class at a reasonable speed if the participant is not rolling in a pack with his own vehicle class..

The following must be observed here.
  o Flashlight must be activated at least once before every overtaking maneuver before overtaking may be.
  o The speed difference during an overtaking maneuver must not be greater than 15 km / h.
 - The pit lane is always open during an FCY phase. It is allowed during an FCY phase to carry out pit stops and FastRepair penalties. It is not allowed to take unserved penalties handed out by race control during an FCY phase.
 - 30 seconds before the end of an FCY phase, the speed of the leader in each vehicle class must be reduced from 120 km / h to 60 km / h. The announcement is made by the race director via Teamspeak Whisper.
 - The end of a Full-Course Yellow is announced by race control via Teamspeak (Whisper) with "Green Flag - Track Clear".
 - The restart takes place in the single file behind the lead vehicle. After the announcement "Green Flag - Track Clear", it is up to the lead vehicle of each vehicle class to start the race within 20 seconds at its own discretion. Overtaking is only allowed again as soon as the next corner has been passed in Racing speed.

Accidents that occur during a Full-Course Yellow will be penalized as a serious offense.

..9 Team name regulations

A team name can be changed one (1) time per season.

<u>Team name rules</u>
Team names are limited to 24 characters.

..10 iRacing Server Settings

Hosted iRacing:	Team Session
Lobby Name:	DNLS - Rennen #x
Weather:	Dynamic
Sky:	Dynamic
Time of Day	xxxx
Setup:	frei
Fast-Repair:	Varying
Start:	rolling
Incident	Varying

O **SEVERABILITY CLAUSE**

Should individual provisions of this set of rules be or become unenforceable, this will not affect the validity of the rest of the rules. The above provision applies accordingly in the event that the set of rules turns out to be incomplete.