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Details of the series' titles and classifications

VLN VV GmbH & Co. KG, hereinafter referred to as the series organizer, announces the Digital Nürburgring Endurance Series for the 2024/25 season. Six separate classifications will be contested:

DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2024/2025 Gesamt - classification	<input checked="" type="checkbox"/>
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2024/2025 SP9 - classification	<input checked="" type="checkbox"/>
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2024/2025 PEETN - classification	<input checked="" type="checkbox"/>
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2024/2025 SP10- classification	<input checked="" type="checkbox"/>
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2024/2025 SP3T - classification	<input checked="" type="checkbox"/>
DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2024/2025 SP3 - classification	<input checked="" type="checkbox"/>

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

VLN VV GMBH & Co.KG Christian Vormann
Otto-Flimm-Straße E-Mail: vormann@vln.de
53520 Nürburg

..2 Name of the Organizer/Promoter, Address 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
dnl@vln.de

..4 List of Officials (permanent Officials)

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

..5 Simulation

iRacing will be used for this series.

○ Series Regulations

..1 Official Language

The official language is German. Only the German regulatory text is binding.
English translations are provided solely for the integration of international participants.

..2 SimRacing Internal Guideline

The SimRacing Internal Guideline serves as the basis for decisions made by race control.

..3 Responsibility, Changes to the Regulations, Event Cancellation

Participants take part in the event at their own risk. They bear sole civil and criminal responsibility for all damages they cause, unless a liability waiver has been agreed upon in accordance with these regulations. Generally, modifications to the regulations may only be made by the series organizer and the approving authority. After approval of the regulations/event, changes can be implemented in the form of bulletins only by the series coordinator or the sporting organizer. Such changes are permissible solely for reasons of safety, force majeure, government orders, or if they pertain to track length, race duration, number of laps, and marshals or in the event of obvious errors in the regulations.

The organizer reserves the right to cancel or reschedule the event or individual competitions for the aforementioned reasons, provided it affects the calendar. Claims for damages or fulfillment are excluded in such cases.

○ Entries

..1 Entries, Entry Deadline and Obligation to participate

Participation in the championship is done through online registration as a season entry (4 races). Each season entry is registered as a team in the SP9, PEETN, SP10, SP3T, and SP3 classes. Teams may enter multiple vehicles either within a single class or across different classes. Final confirmation of an entry is at the discretion of the organizer.

The official entry period begins on **November 16, 2024, at 6:00 PM** and ends on December 1, 2024. Entries submitted after this period, including late season entries or guest entries, will still be accepted.

The organizer reserves the right to refuse any entry without providing a reason.

Confirmation emails for entries will be sent to the designated team managers starting on **December 3, 2024**.

Processing of Season Entries:

Season entries are processed in the order they are received based on chronological submission dates.

Organizer's Discretion:

Final confirmation of a season entry is solely at the discretion of the organizer. The organizer reserves the right to reject a season entry without providing any reason.

In the SP9 and SP10 classes, there is a range of manufacturers to choose from. The organizer places a high priority on ensuring a balanced diversity among the different manufacturers.

Waitlist Procedure:

Teams whose season entries are not confirmed will automatically be placed on a waitlist. Being on the waitlist does not guarantee participation in the season and serves only as a temporary measure pending the organizer's final decision.

The number of vehicles per event is limited to 60. If the number of starters exceeds this limit or there is a significant excess of entries in certain vehicle classes, the organizer reserves the right to make adjustments to the rules.

In general, no event qualification is required, except for PEETN. If necessary, the organizer may conduct a pre-qualification between **December 10 and December 16, 2024**. Specific details regarding the pre-qualification will be communicated to team managers via email.

Online Season Entry Form:

The season entry must be submitted online using the following form:

https://forms.office.com/Pages/ResponsePage.aspx?id=Q_Aa4olzPUmYSYqGKLQuXdsBD8UT7StFq09fLRuwfbpUOU1QTDIzV1ZMVzVGTUJOTIVHNIJRwjFQTC4u

The series organizer reserves the right not to hold the Digital Nürburgring Endurance Series if fewer than 50 teams are registered.

Publication of Series Information:

All relevant information will be published on the official NLS website.

Access the participant area here: <https://www.nuerburgring-langstrecken-serie.de/de/dokumente-fuer-dnls-teilnehmer/>

DNLS - Classification of Real Drivers (Real-Driver)

Teams in the "SP9" class must designate at least one real driver ("Real-Driver") in the registration form and for each race. The designated "Real-Driver" can be replaced by another "Real-Driver" at any time, provided the notification deadline is observed. The "Real-Driver" is required to participate in both the qualifying session and the race start.

The key condition for classification as a "Real-Driver" is possession of an international C-level automobile racing license that is no older than two years. Additionally, at least one of the following requirements must be met:

Requirements:

- Listed in the FIA Driver Categorisation (Platinum, Gold, Silver, Bronze).
- Participation in at least five real NLS/VLN races or in an official 24-hour race on the Nürburgring Nordschleife, which must have been completed in classification.

Regulations for Holders of a Super License (Formula 1 License):

Drivers who have held a Super License within the last five years will automatically be granted "Real-Driver" status. This regulation takes effect without any additional stipulations or conditions.

Written proof must be submitted on time via email to dnls@vln.de. The documentation must be received no later than one week prior to the respective race. Only submissions received within this deadline will be considered.

Entry Fee per Team

The entry fee for the season as well as for individual events must be paid to the organizer via bank transfer upon receipt of the invoice. Payment is to be made to the following 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: Starting number and team name

After written registration confirmation by the organizer, all teams will receive an official invoice, which will be sent via email to the team leader. An entry is considered accepted and binding only when it has been confirmed in writing by the organizer and the payment has been received.

It is the responsibility of the team to provide proof of the entry fee payment and to clearly associate the payment with the specified vehicle(s). Please ensure that the allocation is clearly identifiable in the bank transfer.

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

Class	Season Entry	Guest Starters / Single Event
SP9	275€	60€
PEETN	225€	50€
SP10	225€	50€
SP3T	175€	40€
SP3	175€	40€

All prices include the applicable VAT.

If a team cancels an already accepted entry or does not utilize it (in whole or in part), no (partial) refund will be provided. If a team fails to participate in one or more races despite a confirmed season entry without a valid excuse, the organizer reserves the right to reassign the starting position.

Non-participation must be reported in writing at least five days before the respective race.

..2 Regulations to Titles and Classifications

SP9 - Classification

Teams in the "SP9" class are required to designate at least one real driver ("Real-Driver") in the registration form and for each race. The "Real-Driver" can be replaced by another "Real-Driver" at any time, provided the notification deadline is observed. The "Real-Driver" must participate in both the qualifying session and the race start.

Minimum Driving Time for SP9 – Real-Driver

The minimum driving time for the "Real-Driver" is seven (7) race laps, which can be interrupted by driver changes.

Teams that compete without a "Real-Driver" or fail to meet the required minimum driving time will receive either a 60-second stop-and-hold penalty during the race or an 85-second time penalty after the race.

Porsche Esports Endurance Trophy Nürburgring (PEETN) – Classification

1. General Information

The Porsche Esports Endurance Trophy Nürburgring (PEETN) is held as part of the Digital Nürburgring Endurance Series (DNLS). The PEETN includes team, driver, and AM driver classifications, aiming to create a broad participant base and fair competition conditions for all participants.

2. Regulations for Qualifying Times and Procedures

2.1 Qualifying Server:

The qualifying servers will operate using a lone-qualifying format with optimal and reproducible track and weather conditions. Detailed server times and conditions will be communicated to team leaders via email.

2.2 Before the First Race:

All drivers wishing to participate in the PEETN must set a qualifying time during a pre-qualification period from December 10 to December 16, 2024.

The organizer will provide sufficient server capacity during this period to ensure drivers can set their qualifying times. Special iRacing servers may be arranged for participants unable to use the regular qualifying servers upon request.

2.3 During the Season:

Additional drivers may set a qualifying time during the season. New drivers must be reported to the organizer no later than five days before the next race.

The organizer will offer these drivers at least two opportunities to set a qualifying time.

2.4 Restrictive Conditions for AM Drivers:

Drivers who achieve AM status after pre-qualification must not exceed their qualifying time, reduced by 2 seconds, in any subsequent races. This applies to all "off-track" lap times as well. If an AM driver exceeds this reduced time during a competitive race, the driver pairing will not earn points in the AM driver classification for that race. Points in the driver and team classifications will still be awarded.

The organizer reserves the right to modify this regulation.

Example Calculation:

Assuming a driver's qualifying time is 8 minutes and 10 seconds (8:10 minutes). The relevant time with a 2-second reduction is: 8 minutes and 10 seconds - 2 seconds = 8 minutes and 8 seconds (8:08 minutes). An AM driver must not exceed this 8:08 minute time in any subsequent races.

3. Classifications

3.1 Team Classification:

All participating teams earn championship points throughout the season based on race results. Points are awarded according to official race standings, including any penalties. The team with the highest total points at the end of the season will be crowned the PEETN Team Champion.

3.2 Driver Classification:

The driver classification tracks the individual points earned by all drivers in the PEETN. Points earned in the team classification are transferred to the driver classification. If a driver changes teams, previously earned points are retained. The highest-ranked driver or driver pairing at the end of the season will be crowned the PEETN Driver Champion.

3.3 AM Driver Classification:

The AM driver classification is a special category for drivers classified as amateurs (AM). Points are awarded based on official race results, considering only AM drivers. Drivers with AM status earn points only if their vehicle is exclusively driven by AM drivers during a race. The top-ranked AM driver or driver pairing at the end of the season will be crowned the PEETN AM Driver Champion.

4. Classification as an AM Driver:

The classification of AM drivers is determined by the PEETN organizer based on pre-qualification results and may also be adjusted during the season.

The organizer reserves the right to make changes to this regulation and to adjust the AM status of drivers throughout the season.

SP10 – Classification

Teams are not required to provide any specific proof to compete in the SP10 class of the Digital Nürburgring Endurance Series.

SP3T – Classification

Teams are not required to provide any specific proof to compete in the SP3T class of the Digital Nürburgring Endurance Series.

SP3 – Wertung

Teams are not required to provide any specific proof to compete in the SP3 class of the Digital Nürburgring Endurance Series.

..3 Team Managers / Teams / Participants

If a team is unable to continue participating in the racing series for any reason, it is obligated to inform the organizer immediately.

Teams that do not timely withdraw from an event may lose their eligibility to compete for the remainder of the season.

Team Manager

The team manager or a designated representative holds primary responsibility for the registered team. Any changes may only be made by them.

A team manager may assume both the role of team manager and driver within their team. Additionally, they are permitted to act as a driver for another team.

Important information, such as entry confirmations, server passwords, etc., will be sent to the team manager via email. It is their responsibility to relay this information to their team.

Teams

Teams must strictly adhere to the following regulations:

1. Teams must join the server using the specified vehicle and registered iRacing Team ID. The team name must visibly resemble the registered team name.
Violation: Drive-Through Penalty during the race
2. Teams must use the start number confirmed by the organizer.
1st Violation: 3 Penalty Points
From the 2nd Violation: 10-second Stop-and-Hold Penalty during the race
3. Teams must select the correct vehicle template in iRacing to ensure the proper display of the start number.
1st Violation: 3 Penalty Points
From the 2nd Violation: 10-second Stop-and-Hold Penalty during the race

A team consists of at least two drivers. Teams may freely assign drivers to the vehicle, but must comply with the “Real-Driver” regulations for the SP9 class.

Participants / Driver line-up

All teams are required to nominate their drivers for each respective race. The nomination deadline for drivers is Wednesday at 12:00 PM prior to the race and must be submitted through the designated online form. Teams that do not submit their

driver nomination on time remain eligible to start but will receive a drive-through penalty issued by race control after the race start.

Subsequent additions or withdrawals of drivers are allowed without penalty but must be submitted via email to dnl@vln.de no later than 9:00 AM on the day of the event.

Minimum Driving Time for Drivers

The minimum driving time for drivers is calculated as follows:

Formula: (Number of race laps ÷ Number of drivers) ÷ 2

Example:

For 20 race laps with 3 drivers: $20 \text{ laps} \div 3 \text{ drivers} \div 2 = 3.33 \text{ laps}$

The minimum driving time is rounded up, requiring each driver to complete at least 4 laps.

Teams that do not meet the minimum driving time will not be classified (DNC). These teams retain their achieved race position but do not earn championship points.

Regulations for Race Participation with a Simulator:

Teams participating in a race from a simulator (rig) must provide proof of driver changes. This change must be documented via video covering the entire duration from pit entry to pit exit. The video must clearly show both the driver before the pit stop and the driver after the pit stop. Additionally, the in-game iRacing video timer must be visible for at least 5 seconds during the pit stop in the video.

Proof must be sent to race control within 5 minutes of the driver change. The specific submission point for this evidence is outlined in the briefing document.

Teams that fail to provide the proof on time will not be classified (DNC). These teams retain their position in the race results but will not earn championship points.

Teams using this configuration must notify the organizer by 9:00 AM on race day via email to dnl@vln.de. Final approval will be granted by the organizer.

..4 Starting numbers

Starting numbers can be selected according to the following starting numbers, analogous to the NLS number ranges, per class:

SP9:	#2 - #50
PEETN:	#100 - #150
SP10:	#161 - #193
SP3T:	#800 - #840
SP3:	#269 - #293

The starting number #1 is reserved for the class winner of the SP9 from the previous season.

○ Licenses

For the SP9 class, the "Real-Driver" regulations must be observed.
For the PEETN, SP10, SP3T, and SP3 classes, no licenses are required.

○ Insurance

No insurance required.

○ Events

..1 Series-Schedule

Date	Race	Length	Track layout
Saturday, December 21, 2024	Race 1	3h	VLN - Variant
Saturday, February 1, 2025	Race 2	3h	VLN - Variant
Saturday, February 15, 2025	Race 3	3h	VLN - Variant
Saturday, March 8, 2025	Race 4	3h	VLN - Variant

..2 Event Schedule

Session	Time
Practice:	08:00 to 10:00 CET (Separate Server)
Warm-Up:	09:00 to 11:05 CET (Race Server)
Briefing:	11:10 to 11:35 CET (Mandatory for all Teams)
Qualifying:	11:35 to 12:15 CET (PEETN, SP10, SP3T, SP3)
Qualifying:	12:30 to 12:45 CET (SP9)
Racestart:	13:00 CET

All race times are stated in Central European Time (CET).

..3 Maximum Grid Size / Waitlist / Guest Entry

Gridsize

The maximum grid size is 60 vehicles, with the intended class distribution as follows:

- SP9: 19 vehicles (4x BMW, 7x Mercedes, 3x Porsche, 2x Ferrari, 1x Lamborghini, 2x Ford)
- PEETN: 16 vehicles (Porsche)
- SP10: 11 vehicles (4x BMW, 4x AMG, 3x Aston Martin)
- SP3T: 7 vehicles (Hyundai Veloster N TCR)
- SP3: 7 vehicles (Renault Clio)

The organizer reserves the right to adjust the number of vehicles and vehicle brands within a class.

Of the 60 available grid slots, 50 will be allocated through season entries. The remaining ten (10) slots are reserved as wildcards at the organizer's discretion and may be assigned either to additional season entries or guest entries. If the maximum grid size is not reached, the organizer may, at their discretion, allocate more than ten (10) wildcards.

Guest Entry

A guest entry can be requested at any time during the season. The acceptance of a guest entry is at the discretion of the organizer. Guest entrants are eligible to earn championship points.

..4 Conduct of the Competitions

All formats will be:

- online
- on-site Events
- on-site in simulator centers

Practice

Both official training servers provided by the organizer and privately hosted training servers will be available. For each race, the organizer will provide at least three official training servers. The schedule for these will be announced in the briefing document.

Mandatory attendance – Race server

All teams should register and join the race server by no later than 10:30 AM on the event day. This is to ensure that all teams can participate in the race.

Qualifying for the Race Starting Grid

There is no mandatory minimum driving time for qualifying. Teams or drivers who do not set a valid lap time in qualifying will be positioned at the end of their respective vehicle class by the simulation but are still eligible to start. If multiple teams fail to set a valid lap time, the simulation will determine their starting positions within the respective class.

During qualifying, the vehicle may only leave the pit lane by pressing the ESC key. If the vehicle exits or resets outside the pit lane, qualifying cannot be resumed. If a vehicle comes to a stop on track during qualifying and obstructs following traffic, the ESC key must also be pressed. Continuing qualifying under these circumstances is prohibited.

The starting grid for the race is based on the results of qualifying.

Qualification Procedure:

The track release for qualifying will be communicated by race control through the in-game chat.

In qualifying, the pit entry must always be taken via the Grand Prix circuit (shortcut) directly behind the Veedol chicane. Failure to comply with this rule will result in a Drive-Through Penalty.

During qualifying, vehicles on a timed lap must not be blocked or hindered. Sufficient space must always be given to these vehicles.

It is allowed to start a timed lap after a "shortcut lap" through the Grand Prix circuit via the "Hyundai N-Curve." When the start/finish straight is driven via the "Hyundai N-Curve," there is a requirement to drive on the right until reaching the start/finish line. Additionally, it is permitted to complete multiple laps using this shortcut.

Starting the timed lap over the Grand Prix course (Penalty cancelation)

There is no lap limit for the shortcut lap. However, if a timed lap is started via the "shortcut" of the Grand Prix circuit through the "Hyundai N-Curve," the iRacing simulation will impose a penalty, which will be removed by race control.

Procedure to Follow:

- Use the chat command: Press the "T" key to open the chat.
- After passing the "Hyundai N-Curve," a chat command must be sent to RaceControl on the start/finish straight. This command must be sent through the text chat, including the start number. The command can be sent by the driver or a team member.
- The text chat should include: /rc123 (where "123" represents the start number).

Qualifying (PEETN, SP10, SP3T und SP3)

Once the iRacing qualifying session begins, the PEETN, SP10, SP3T, and SP3 classes may start their qualifying at their discretion. The qualifying session will end after 40 minutes, with race control announcing the end in the iRacing text chat with the message "Finished Qualifying PEETN, SP10, SP3T & SP3." All laps started before this time may be completed and will be counted according to iRacing's rules.

Drivers who participated in qualifying are eligible to start the race but are not obligated to do so.

Qualifying (SP9)

The Real-Driver is required to participate in both qualifying and the race start!

Race control will release the SP9 class qualifying in the iRacing text chat with the message "Start Qualifying SP9-Class."

The SP9 qualifying session will end after 15 minutes by the iRacing simulation. All laps started before this time may be completed and will be counted according to iRacing's rules.

Formationlap:

The formation/warm-up lap will be conducted in three (3) start groups.

All vehicles begin the formation lap on the side of the track determined by the qualifying results and by iRacing.

Overview of Start Groups:

Start Group 1: SP9

Start Group 2: PEETN

Start Group 3: SP10, SP3T, and SP3

Start Group 1 (SP9 class) will begin their formation lap at the same time as the pace car.

All subsequent start groups will begin their formation lap with a gap of approximately 100 seconds behind the faster start group.

Race control will announce via iRacing text chat when the other start groups should begin their formation laps, based on the InGame Sim-Time.

The Sim-Time will be displayed in the cockpit on the "Lap Time Black Box (F1)."

Until the start is given, the pole setters of each vehicle class must maintain a constant speed between 70 and 85 km/h.

Overtaking during the formation/warm-up lap is only allowed if a vehicle was delayed when leaving the starting grid and the vehicles behind were unable to avoid passing due to obstruction by other cars.

Vehicles that are passed by the entire field will remain at the end of the grid and start from the last position. If more than one vehicle is affected, they must line up at the end of the grid in the order they left the starting position. Changing positions or sudden direction changes, including warming up tires, is prohibited. In such cases, it is at the discretion of the race director whether to not release the start, send the cars for another formation lap, or impose a penalty.

Drivers who enter the pit lane due to vehicle damage must fall to the back of the grid.

Vehicles starting from the pit lane may not leave the pit lane until their start group has fully passed the pit exit.

Vacant starting positions may not be filled by other vehicles during the formation lap or at the start. However, vacant rows will be closed by vehicles moving forward.

During the formation lap, the distance between vehicles should generally not exceed approximately three (3) car lengths.

By the Bilstein Bridge at the end of the Döttinger Höhe, all vehicles in each start group must form a neat and closed 2x2 formation!

The starting driver must have the voice chat activated to be able to hear any instructions from race control.

Start command/ Race start

The race start will be a rolling start in three start groups.

The vehicles must approach the starting area in an orderly and closed parallel formation in two rows, following the vehicle in the pole position of their respective start group at a consistent speed.

The pole setters must maintain the prescribed speed. All following vehicles must adjust to this speed, adhering to the spacing rules.

The race start will occur within the start area.

The green flag from iRacing should be ignored!

Race Start Release

The release of the start for each vehicle class will be given by the race control via InGame text chat command within the start area.

Text Chat Command:

Start Group 1: *"SP9 ---> GREEN GREEN GREEN <---"*

Start Group 2: *"PEETN ---> GREEN GREEN GREEN <---"*

Start Group 3: *"SP10, SP3T, SP3 ---> GREEN GREEN GREEN <---"*

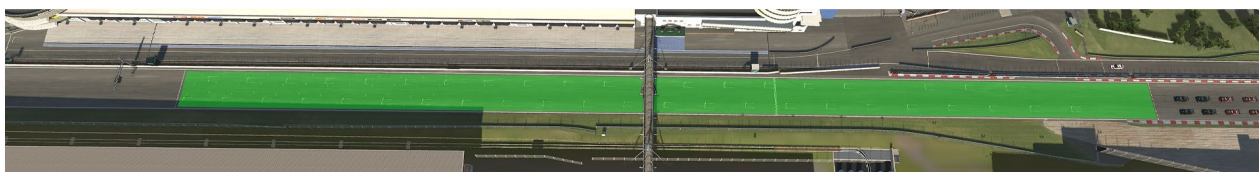


Once race control issues the above InGame text chat command, the race is released for the start group, and the 2x2 formation may be broken.

Exception Rule:

If, due to technical issues, race control is unable to issue the above text chat commands, the race start will automatically occur at the end of the start area by the leading vehicle. Once the pole setter reaches the end of the start area, the race will be released for the start group, and overtaking is permitted.

Start-Area



Race

The end of the race will be indicated to each team by the waving of the checkered flag when crossing the finish line. Upon reaching the required number of laps, the fastest lap time will first be shown, followed by all subsequent drivers, regardless of the number of laps completed by that point. For races based on time distance, the race will end when the leader crosses the finish line after the time has expired.

After the overall leader crosses the finish line to end the race, the pit exit will be closed, and no vehicle may leave the pit lane.

After the leader has been waved off, overtaking is prohibited during the cool-down lap for vehicles still in the race and not yet waved off. The finish line may only be crossed once. Violations will be penalized by race control.

After the race has finished, all teams must independently drive into the pit lane via the pit entry of the GP circuit. Only once they have come to a stop in the pit lane may they press the ESC key. Any violations will result in the team being classified as "Not Finished."

Teams that abandon the race without a valid reason may lose their eligibility to participate in the remaining season races. The reason for abandoning the race must be communicated verbally to race control via TeamSpeak.

Driving slowly or stopping without a valid reason before or on the finish line is prohibited and will result in a "Not Finished" classification.

The finish line applies only on the track and not in the pit lane.
Vehicles that are in the pit lane when the leader is waved off will not be classified.

Definition of non-scoring and disqualification

Non-scoring: Championship points from the race will be canceled, but the position remains unchanged.

Disqualification: Championship points from the race will be canceled, and the team will be placed at the end of their respective vehicle class.

Mandatory Pit Stops and Minimum Pit Stop Time

Each team/vehicle is required to complete two (2) mandatory pit stops during the race, with a minimum pit stop time of 30 seconds per stop. The minimum pit stop time is determined by the In-Game video timer. An online driver change is always counted as a mandatory pit stop.

The pit stop window opens when crossing the start/finish line after the race begins.

Failure to meet the minimum pit stop time will generally result in a Stop-and-Hold penalty. If more than two pit stops are made, the pit stop with the longest stop time will be used to calculate the penalty time. The penalty time for the Stop-and-Hold penalty is based on the time by which a mandatory pit stop was too short, rounded up.

Example:

If the pit stop was 0.2 seconds too short, a Stop-and-Hold penalty of 1 second will be imposed by race control.

Failure to correctly execute the mandatory pit stops will result in disqualification.

Online – Driver change

Each team/vehicle is required to perform at least one (1) online driver change during the race.

Teams/vehicles that do not perform an online driver change will be disqualified.

Exceptions

Teams competing in a race from a simulator (rig) are exempt from this rule. Separate regulations apply to this setup.

Pit Lane Rules

Within the pit lane, the driver must remain in the fast lane until they are two car lengths ahead of their pit box. It is prohibited to intentionally block the car behind or remain outside of the designated pit space. Violations may be penalized by race control.

The movement of vehicles under their own power against the direction of traffic is allowed for a maximum of one car length.

When leaving their pit box, each driver must immediately enter the fast lane and follow it until they reach the point on the track where rejoining the racing line is permitted. If other vehicles are approaching from behind while rejoining the track, the driver may only return to the racing line once they have reached race speed and will not impede other drivers.

Tire warming in the form of burnouts is prohibited. The only exception is when leaving the pit box.

Tire Change Requirement

There is no mandatory tire change.

Guidelines for the Use of 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 served in the immediately following lap. It is the responsibility of each team to independently and immediately serve the drive-through penalty in the next lap after using FastRepair. For each additional lap driven without serving the penalty, the team will incur a penalty point. A FastRepair penalty may not be combined with a regular pit stop, unless the vehicle is damaged and requires another FastRepair. In such cases, the lap in which the FastRepair penalty must be served will be adjusted accordingly.

If a FastRepair is unintentionally used or not properly accounted for by the simulation, the drive-through penalty must still be served.

Race control will monitor all teams during and after the race.

Reporting FastRepair (FR-Report)

A FastRepair does not need to be reported.

FastRepair Proof

Proof of unused FastRepairs is generally not required. However, if a team claims not to have used a FastRepair, it is the responsibility of the team to provide evidence to race control to support this claim.

..5 Allowed Vehicles / Vehicle Class Change

Vehicle Classes/Vehicles

A DNLS Balance of Performance (BOP) is applied. Adjustments to the Balance of Performance (BOP) may be made at any time by the organizer.

Changes to the BOP will be announced in the briefing document. Vehicle classifications may be adjusted up to 24 hours before the event.

Each team may choose the desired vehicle type from the following vehicle list for the entire racing series.

Vehicle class	Vehicle	Fuel in %	Power ADJ %	Additional weight in kg
SP9	BMW M4 GT3	100	100	0
	Lamborghini Huracan GT3 EVO	100	100	0
	Mercedes-AMG GT3 2020	100	100	0
	Porsche 911 GT3 R (992)	100	100	0
	Ferrari 296 GT3	100	100	0
	Ford Mustang GT3	100	100	0
PEETN	Porsche 911 GT3 CUP (992)	95	95,00	0
SP10	Mercedes-AMG GT4	85	100,00	0
	BMW M4 GT4	85	100,00	0
	Aston Martin Vantage GT4	85	100,00	0
SP3T	Hyundai Veloster N TC	75	100,00	0
SP3	Renault Clio	75	100,00	0

Vehicle Class Change

A change of vehicle class between races in the Digital Nürburgring Endurance Series is allowed. However, points earned in one class cannot be transferred to another. The final confirmation is at the discretion of the organizer.

Vehicle Change

In principle, one (1) vehicle change within a vehicle class is allowed after the entry confirmation. A request for a vehicle change can be submitted up to seven days before the next scoring race via email to dnls@vln.de. The reasons for the vehicle change must be provided. The final confirmation is at the discretion of the organizer.

Vehicle setup and Vehicle settings

No restrictions

..6 Scoring

Point Table and Scoring System

The winner is the team that covers the designated distance with their vehicle in the shortest time or the longest distance within the prescribed time, considering any penalties.

A classification will only occur if a verifiable result is available, either through replay or results/timing.

The point system is based on a minimum of seven (7) starters in the respective class. If more than seven (7) vehicles start in a class, positions from eighth (8) onward will receive 1 point for the overall standings in the respective vehicle classes. However, if fewer than seven (7) vehicles start, the number of points available will be reduced according to the following point table:

		Starter in der Klasse						
Platzierung		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 distribution system will be applied to each individual vehicle class.

In all races, only vehicles that complete at least 75% of the distance covered by the winner will be included in the scoring. This rule applies within each vehicle class.

Tied Points

In the event of a tie in the final standings between multiple teams, the first criterion to be considered will be the penalty points account. The team with the fewest penalty points throughout the season will be ranked higher. If the teams have no penalty points during the season, the ranking will be determined by the greater number of first-place finishes, followed by second-place finishes, and so on, based on all scored races.

Dropped Results

There are no dropped results within the racing series. All results from each event will contribute to the overall and class standings and will be fully considered. The exclusion of individual results or the non-consideration of race results is not allowed.

..7 Private Practice and Tests

Private practice and tests are allowed.

..8 Drivers Briefing (Briefing)

Drivers Briefing (Briefing)

The driver briefing will take place on the TeamSpeak server of Simracing Deutschland and will be conducted by the race director in collaboration with the chairman of the race commission.

access data:

Server adress: ts.simracing-deutschland.de

Password: abtabt

The driver briefing will primarily be conducted in German. An optional English-language driver briefing will be offered for each race, but this cannot be guaranteed in all cases.

It is recommended that all drivers participate in the driver briefing. However, it is sufficient if at least one driver or team representative attends. It is mandatory that the start number appears before the real first and last name of the driver or team representative in TeamSpeak.

All participants must be muted during the driver briefing and pay full attention to the briefing.

Failure to attend or incomplete participation in the driver briefing will result in a 10-second stop-and-hold penalty or a 35-second race penalty, as determined by the race commission.

For each scoring race, a separate briefing document with information about the driver briefing will be published. All regulations listed in this briefing document or communicated during the driver briefing are binding for all participants and must be strictly followed.

Driving on the official race server is prohibited during the driver briefing.

After the driver briefing, all participants must switch to their designated team channels.

..9 Titles, Pricemoney and Trophies

Titles and Awards

- The team of the SP9 classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2024/2025 receives the title: Champion SP9 | Digitale Nürburgring Langstrecken-Serie 2024/2025.
- The team of the PEETN classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2024/2025 receives the title: Champion PEETN | Digitale Nürburgring Langstrecken-Serie 2024/2025.
- The team of the SP10 classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2024/2025 receives the title: Champion SP10 | Digitale Nürburgring Langstrecken-Serie 2024/2025.
- The team of the SP3T classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2024/2025 receives the title: Champion SP3T | Digitale Nürburgring Langstrecken-Serie 2024/2025.
- The team of the SP3 classification with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2024/2025 receives the title: Champion SP3 | Digitale Nürburgring Langstrecken-Serie 2024/2025.
- The team with the highest total number of points after all races of the Digitale Nürburgring Langstrecken-Serie 2024/2025 receives the title: DNLS Champion 2024/25 | Digitale Nürburgring Langstrecken-Serie 2024/2025.

Titles and Awards PEETN

The following titles and awards will be presented at the end of the season:

PEETN Team Champion:

The team in the PEETN classification with the highest total points after all scoring races of the Digital Nürburgring Endurance Series 2024/2025 will receive the title: PEETN Team Champion | Digital Nürburgring Endurance Series 2024/2025.

PEETN Driver Champion:

The driver or driver pairing in the PEETN driver classification with the highest total points after all scoring races of the Digital Nürburgring Endurance Series 2024/2025 will receive the title: PEETN Driver Champion | Digital Nürburgring Endurance Series 2024/2025.

PEETN AM Driver Champion:

The driver or driver pairing in the PEETN AM driver classification with the highest total points after all scoring races of the Digital Nürburgring Endurance Series 2024/2025 will receive the title: PEETN AM Champion | Digital Nürburgring Endurance Series 2024/2025.

Prize Money, Prizes & Trophies

Prize Money

At the end of the season, prize money will be awarded to the top three teams in the listed class standings. The distribution of the prize money will be made according to the following table:

Prize money class ranking				
Placement	SP9	PEETN	SP10	SP3T
<i>1st Place</i>	1000,00 EUR	750,00 EUR	750,00 EUR	750,00 EUR
<i>2nd Place</i>	750,00 EUR	500,00 EUR	500,00 EUR	500,00 EUR
<i>3rd Place</i>	500,00 EUR	250,00 EUR	250,00 EUR	250,00 EUR

DNLS Champion

The overall champion of the DNLS will receive a prize money of €1500 and an invitation to the official NLS annual awards ceremony in November 2025.

Winner's Trophy

The respective class winners will also receive a winner's trophy.

Prizes

The organizer reserves the right to award material prizes from sponsors. (Details of these prizes are not yet available at the time of this document's publication and may be announced later.)

Awards Ceremony

The winners of the listed class standings will be honored on the podium at one of the first three real NLS events at the Nürburgring. One free ticket will be provided by the organizer for each driver and team manager (if different). The organizer will not cover additional travel costs, hotel expenses, etc. These costs must be borne by the participant themselves. The winners will be notified automatically by the organizer.

Prize Money and Trophies for the PEETN

The following prize money and awards will be distributed at the end of the season:

For the top three teams in the PEETN, prize money will be awarded at the end of the season with the following distribution:

(Here, the specific prize distribution for the top 3 teams in PEETN would be provided, similar to the previous prize money table.)

Prize Money for PEETN

<i>Placement</i>	
<i>1st Place</i>	3600,00 EUR
<i>2nd Place</i>	2250,00 EUR
<i>3rd Place</i>	1300,00 EUR

- The PEETN AM Driver Champions will receive a prize money of €750.
- The top three teams will each receive a trophy at the annual awards ceremony.
- The top three drivers or driver pairings in the driver standings will each receive a medal per driver at the annual awards ceremony.

- The highest-placed AM driver pairing will also receive a medal per driver at the annual awards ceremony.

The following prizes will be awarded at all scoring races:

- Trophy Award for the Top Placed Teams
 - o The top three driver pairings will receive a trophy per driver for each scoring race.
 - o The highest-placed AM driver pairing will also receive a trophy per driver for each scoring race.
- Submission of Contact and Address Information
 - o It is mandatory for participating drivers to submit their contact and address information to the organizer, Ms. Julia Klee, via email within 48 hours after each race.
 - o If the data is not submitted on time, the right to the winner's trophy will be forfeited.

Annual Awards Ceremony

The top three teams and driver pairings, as well as the highest-placed AM driver pairing in the PEETN, will be honored at one of the first three events of the Porsche Endurance Trophy Nürburgring at the Nürburgring.

..10 Protest / Race Control / Observation Areas / Penalties / Penalty Catalogue

Protest

Protests can be submitted during the race, but must be received no later than 15 minutes after the finish of a scoring race via the corresponding online form. The protest period for individual incidents is 30 minutes. Protests submitted after the above-mentioned protest deadlines will not be processed.

Protests submitted after this deadline will be considered invalid.

The protest form must be filled out completely and correctly.

Protests can only be submitted by a team directly involved in the incident. Protests from unrelated teams are not allowed.

The protest must include the exact Current Time (CT).

Race Control / Observation Areas

The Race Commission has the unrestricted authority to enforce compliance with the regulations, codes, and the provisions of the event and series regulations for the event they are appointed to.

The Race Commission consists of at least the Race Director and a Sporting Commissioner. An evaluation of incidents during the races (Live Race Commission) will take place.

Duties of the Race Commission

The Race Commissioners assess violations according to the penalty catalogue of the event/series. In cases where violations are not listed in the penalty catalogue, a discretionary decision will be made. In the event of a tie, the Chairman's vote will decide.

Decision Making

In a live race commission, the Race Director may also impose penalties independently of the race commission, in accordance with the penalty catalogue.

Observation Areas

Full Review:

Internal listing of vehicle contacts according to simulation logs. Third-party software may also be used for this purpose.

Start Phase:

The Race Commission will observe the start phase.

Random Review:

A complete race of one or more drivers may be reviewed.

General Rule:

If only two vehicles are involved in an incident, the incident will be noted, but a protest must also be submitted. The Race Commission (REKO) still retains the right to independently assess such incidents. If a third vehicle is involved in the incident, the REKO will assess this incident independently. However, a protest is always helpful, as it is possible that the REKO may overlook certain incidents.

The Race Commission can act independently in cases of violations occurring outside of these observation areas.

Penalties

Penalties may only be served after the race start (end of the first lap).

All penalties imposed by race control or the simulation must be served within three (3) laps.

Exceptions

Exceptions are direct instructions from race control, which must be followed immediately. These instructions can be communicated via Teamspeak (Voice) or the iRacing InGame text chat.

Violations of direct instructions from race control will result in immediate disqualification. Race control reserves the right to impose further sanctions.

Pit Stop and Penalties

Only penalties that are issued via the InGame function using a black flag, regardless of whether they are from race control or the InGame incident rule, may be combined with a pit stop. Due to iRacing's framework, an additional 25-second pit stop time will automatically be added.

All other penalties, particularly Drive Through Penalties, may not be combined with a pit stop!

Racing Penalties

iRacing framework conditions apply.

iRacing penalties are indicated by a black flag visible in the driver's view.

- Rolled Black Flag: This indicates a warning, and the driver must slow down to avoid receiving a penalty during the session.

- Unfurled Black Flag: This indicates a penalty from iRacing or race control. The driver must return to the pit lane to serve the penalty.

iRacing or race control can impose three types of penalties with the black flag:

- A) Drive Through: This penalty requires the penalized team to drive through the pit lane without stopping at the pit box or in the pit lane.
- B) Stop-and-Hold: This penalty requires the penalized team to enter the pit lane and stop at their pit box. The iRacing simulation will hold the team in their pit box for a specified time before the race is resumed.
- C) Disqualification: If a team is penalized with a black flag by iRacing or race control during a session, they must return to the pit lane to serve the penalty.

Pit Lane Start Procedure

Teams that are required to start from the pit lane may only begin their race once the entire vehicle class they are part of has passed the pit exit line. The team must position themselves on the right side of the pit lane at the end.

..11 Exclusion of Legal Recourse and Limitation of Liability

Decisions made by the series organizer, the chairman of the race control, or the organizer as judges under § 661 BGB (German Civil Code) are final, and legal recourse is excluded.

No claims for compensation of any kind can be derived from the actions and decisions of the series organizer, except in cases of intentional or grossly negligent damage.

Participants take part in the events at their own risk. By submitting their entry, applicants and drivers waive any claims of any kind for damages arising in connection with the events against Simracing Deutschland, its organs and managing directors, the organizer, the members of the race commission (REKO), and all other persons involved in organizing the event, except for damages resulting from the violation of life, body, or health caused by intentional or grossly negligent breaches of duty, including those of legal representatives or vicarious agents of the released persons, and except for other damages caused by intentional or grossly negligent breaches of duty, including those of legal representatives or vicarious agents of the released persons.

The liability waiver becomes effective upon submission of the entry and applies to all parties involved. It applies to claims from any legal basis, particularly for claims for damages from both contractual and non-contractual liability, and also for claims arising from unlawful acts. Any implied liability exclusions remain unaffected by the above liability waiver clause.

..12 TV Rights / Advertising and Broadcasting Rights

All copyrights and image rights are held by the series organizer, including images taken from live broadcasts of the Digital Nürburgring Endurance Series.

All television rights of the Digital Nürburgring Endurance Series, including for terrestrial broadcast, cable and satellite television transmission, all video rights, and all rights for exploitation through any electronic media, including the internet, are held by the series organizer.

Any form of recording, broadcasting, replay, 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/TV are required to use the vehicle templates (SkinPack) provided by the organizer.

..13 Special Provisions

The special series regulations are published in the appendices.

There are no additional special series regulations.

○ PART 3 APPENDICES / DIAGRAMS

○ Special Regulations

..1 Advertising on Competition Vehicles

Car - Templates

The vehicle templates will be provided by the organizer for download. The series partners included on the templates may not be altered in terms of position or size.

The organizer has the right to change the mandatory sponsors on the vehicles. All teams are required to implement these changes and submit the updated vehicle templates by the specified deadline via email.

Deadlines

For the First Scoring Race:

Vehicle liveries (skins) must be submitted by email to dnls@vln.de no later than December 10, 2024, 18:00. The subject of the email must clearly include the vehicle class, start number, and team name. Skins that cannot be assigned or do not comply with the regulations will not be processed.

From the Second Scoring Race Onwards:

Vehicle liveries (skins) must be submitted by email to dnls@vln.de no later than 6:00 PM on the Tuesday before each event. The subject of the email must clearly include the vehicle class, start number, and team name. Skins that cannot be assigned or do not comply with the regulations will not be processed.

Guidelines for Car Templates

For the mandatory sponsors of the Digital Nürburgring Endurance Series, the following rules must be adhered to at all times:

- The logos must **not be moved**,
- The logos must **not be resized** or altered in **format**,
- The logos must **not be covered** by other graphics or have their visibility restricted,
- The logos must **not be color-changed**,
- The logos **must not be hidden** and must remain visible on the vehicle design as specified in the templates.

Important:

The **windscreen banner** must exclusively display the logo text of the main sponsor. Additional advertising on the windows is not permitted.

Own Logos / Custom Design

Custom logos and designs are allowed and explicitly encouraged. However, the above guidelines must be followed.

For any logos used, approval from the respective companies must be obtained. By placing the logos on the vehicle, the participant confirms that these approvals are in place. In case of damage, the team manager will be held liable. The series organizer is not responsible for any third-party claims.

Any designs or text that are associated with political, pornographic, or xenophobic content are strictly prohibited and will result in exclusion from the series.

Team-Specific Sponsors/Partners

The organizer has the right to display the team's logo in the live stream.

The templates for logos will be provided by the organizer as a download.

Example OnBoard



The following conditions must be met for this:

- The team must join the race server with its specified 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 mandatory for all active participants.

From the driver briefing onwards, attendance is mandatory for all active participants in the Simracing Deutschland Teamspeak.

Teamspeak Regulations

All participants must use their real first and last name in Teamspeak. Additionally, it is mandatory to place the start number before the real name.

Example: #14 Max Mustermann

Access Data

Adress: ts.simracing-deutschland.de

Port: Leave blank

Password: abtabt

Communication with all teams is essential and must be ensured.

Violations can result in a 30-second Stop-and-Hold penalty.

Discord

For the DNLS, we use the Simracing Deutschland Discord server. It is primarily used for communication between teams and drivers.

Although series coordinators Gunnar Miesen and Ricardo Edelmann do not publish official documents via Discord, the "useful-information" channel will notify participants if information has been sent by email. Official documents will only be sent via email to the team managers.

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

Zoom Meeting

It is mandatory for all active drivers to join the Zoom meeting provided by the organizer during qualifying and the race and to continuously broadcast a live video of themselves.

Violation: Warning

The following conditions must be strictly followed:

- Name: Start number and driver's name
- Example: 00 Max Mustermann
- Microphone: Must be muted

Winner Interviews

Interviews will be carried out via Zoom.

Chat and Communication Guidelines

In-Game Chat

From the start of the driver briefing onwards, the use of chat (text/voice) is prohibited. The exception to this rule is for messages such as "Pass Left," "Pass Right," and "Pit-In" in the text chat.

In-Game Voice Chat

The In-Game Voice Chat function must be set up and activated.

..3 Safety-Car

No safety car is used.

..4 Driving Regulations and Code of Conduct

General Behavior

The protection of individual dignity is a fundamental principle of the organizer. Tolerance, loyal behavior, and mutual respect form the foundation for a trustworthy interaction. Driving actions that are clearly aimed at intentionally causing harm to another competitor will not be tolerated at any time. This regulation applies to driving behavior during all parts of the competition, the chat or voice chat, as well as race debriefings in the forum and any other external communication by drivers, as long as the race commission becomes aware of it. In severe cases, disqualification may result.

Drivers who hinder or endanger other drivers with their driving style or fail to meet the requirements of the event may be disqualified by the race commission from further participation.

Drivers who deliberately hinder, block, force off the track, or endanger other drivers may be penalized with race penalties. It is forbidden to move a vehicle against or across the direction of travel, except when a vehicle must be moved from a dangerous position.

Communication

Chatting, both through voice and text chat, is only permitted for drivers during the practice session, and only in necessary cases, as well as during the driver briefing. Outside of these times, chatting during active sessions is generally prohibited unless the race commission explicitly grants permission for chat. Additionally, from qualifying onward, changing text and voice chat channels without approval is prohibited. The voice and text chat functions must be activated at all times (even in the cockpit), as both can be used as communication channels by the race commission.

Behavior Toward Officials

Direct instructions from officials (Race Director, Race Commission) during an event must be followed immediately. Willful disregard of the instructions from the officials will result in immediate disqualification.

The officials will be named in the event regulations, event information, or driver briefing.

..5 Behavior on the Track

Track Limits

The track is defined by the white track boundary lines and curbs. The basic iRacing framework conditions and the "Off-Track Rule" apply. At all times, at least two tires must remain either on or within the track, as long as any part of the tire is still in contact with the track. The track limits may only be exceeded to avoid accidents. Gaining an advantage by cutting the track will only be penalized if a clear advantage, such as an overtaking maneuver, is gained. Specific track regulations may be announced during driver briefings.

Behavior on the Track and in Battles

Vehicle Control and Race Awareness

Good control over the vehicle and clear awareness of the race situation are expected. If the race commission determines that these are insufficient, penalties, including disqualification, may be applied during or after the race.

Fair Play and Respect

All participants are required to engage in fair and respectful behavior. This applies to both faster and slower drivers. Always treat others as you would like to be treated.

Overtaking

It is prohibited to impede other vehicles during overtaking maneuvers. As soon as a significant overlap occurs between two vehicles on a straight and before a braking zone, the racing line must be maintained. When attempting to outbrake a driver, the maneuver must be abandoned and the ideal line released if the car on the inside has not achieved at least half a car length overlap before the turning point. Entering the corner should only be done at an appropriate speed to maintain your line. In a direct battle, one lane change is allowed. If a driver returns to the ideal line after defending their position off the racing line, they must leave at least one car width between their vehicle and the track boundary (white line) when approaching the corner.

Lapping

The overtaking driver is responsible for ensuring a clean pass. If in doubt, the pass should be aborted. The lapped vehicle may leave the racing line, but only if this is done early and clearly for the overtaking driver.

Braking Points and Behavior During Braking Phase

Each driver must choose braking points and speed to avoid colliding with the car in front at all times. Extra caution is required during the start phase and in changing conditions. During the braking phase, the line must be maintained, and extreme braking points without necessity are strictly prohibited. Deliberately causing the car behind to run into you is expressly forbidden.

Leaving the Track

If a driver goes off-track, they must ensure that no one is impeded when rejoining. Reckless reentry will be penalized by the race commission.

Stopping on Track

A vehicle must not be left on the track. It must be driven to the pit lane or a designated safe area off the track.

Overtaking Attempts and Defense

When attempting to overtake, it is essential to ensure that the distance to the leading vehicle is appropriate. A direction change to defend the position is only allowed once. Driving behavior that could impede others is prohibited.

Ban on Zig-Zag Driving (Multiple Weaving)

Zig-zag driving on a straight to block the slipstream of following vehicles is prohibited, as it is dangerous and against the spirit of fair competition.

Ban on Bump Drafting

It is prohibited to push the vehicle ahead on the straight. This practice can be dangerous and increases the risk of accidents. A safe distance must be maintained to ensure the safety of all drivers on the track.

Sportsmanship and Consideration

Sportsmanship and mutual consideration are expected from all participants. The accordion effect on the track can change braking points, so extra attention is required.

Damage

If a driver is slower than others due to vehicle damage, the vehicle should stay off the ideal line or clear the ideal line at a suitable place when a faster car approaches. If the vehicle becomes uncontrollable and poses a danger to other drivers, the driver must enter the pit lane or end the session (practice/qualifying/race) by pressing the ESC key.

Qualification

During the outlap in qualifying, space must be given to drivers on a flying lap. The same applies to the inlap. The pit lane must be exited in a way that does not impede drivers on a flying lap.

ESC Rule

If a driver becomes stationary on or off the track during qualification or a race, such that moving off the track is no longer possible and causes an obstruction to following traffic, the ESC key must be used. Resuming qualification or the race is not permitted thereafter, unless stated otherwise.

..6 Interruption or Cancellation of a Race

Server Failure and Technical Issues

In the event of technical issues with the server or simulation that prevent the race from proceeding properly, the race commission has the authority to restart or cancel the race or server and may decide to reschedule the race for a later time.

If the race is restarted, the qualification results will be carried over, provided that the qualification has already taken place and is available to the race commission. Before restarting the race, a minimum of a 10-minute practice session must take place to give all drivers the opportunity to reconnect to the new session.

Interruption of a Race After Completing 75% of the Race Distance or Duration

If the leading vehicle has completed at least 75% (rounded up to the next full lap or minute) of the originally scheduled race distance or duration when the race is interrupted, the race can be declared as abandoned and finished. The classification will be based on the time when the overall leader last crossed the finish line before the race was interrupted.

Race Cancellation

A race can be interrupted by the race commission.

The race commission has the discretion to cancel a race. In such cases, the procedure outlined under "Article ..7 End of the Race" will be followed for the further course of action.

..7 End of the Race

The end of the race will be signaled to each driver by the waving of the checkered flag as they cross the finish line. When the required number of laps is completed, the fastest lap time will be waved off first, followed by all subsequent drivers, regardless of the number of laps completed up to that point. In races based on time distance, the race will be concluded when the leader crosses the finish line after the time has expired.

The organizer may decide that the race will end after a certain time, even if the scheduled distance has not been completed. Such a decision requires the approval of the race commission after the start of the event.

After the leader has been waved off, overtaking is prohibited during the cool-down lap for 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 the race commission.

..8 Technical Requirements

Hardware

Each driver must have adequate hardware capable of ensuring smooth graphics performance, even with a full grid, when used in combination with the appropriate settings of the simulation. The use of a headset or microphone is required for communication via voice chat, particularly with the race commission.

Software and Settings

Drivers must have the text and voice chat features offered by the simulation enabled. This must remain active throughout the entire event to receive instructions from the race commission. It is mandatory to have conference software (Teamspeak) installed and configured for possible post-race interviews. If a driver misses important information due to not having the text and voice chat enabled, penalties may be imposed.

Connection to the Server

The driver must have a stable internet connection. It is the driver's responsibility to ensure that their connection to the server does not experience high latency or latency fluctuations, and that they do not endanger or obstruct other drivers due to connection issues. If a driver's connection to the server is found to be unstable during an event, the race commission may ask the driver to leave the server. If the driver fails to comply, they will be removed from the server, and additional penalties may be imposed.

Driver's Technical Settings

Each driver is responsible for configuring their hardware and software to ensure smooth participation in the race. In case of accidents caused by incorrect or insufficient measures taken by the driver, the driver will receive the corresponding warnings/penalties for the violation.

All participants are required to behave in a sportsmanlike and fair manner. They are also held accountable for the actions or omissions of their assistants (such as coaches, team members, etc.).

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..9 Weather / Daytime / Trackconditions

Weather

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

InGame Dates & Times

Race	Date Race	Date Practice	Practice	Qualifying	Race
Race 1:	Apr 26. 2025	Apr 25. 2025	15:00	14:00	15:00
Race 2:	May 24. 2025	May 23. 2025	12:00	10:30	12:00
Race 3:	Jun 21. 2025	Jun 20. 2025	17:00	15:30	17:00
Race 4:	Aug 02. 2025	Aug 01. 2025	13:00	11:30	13:00

Weather and Track Conditions

Detailed information on specific regulations will be provided in the respective briefing document.

..10 Incident Limit

iRacing Framework Conditions and Penalties

Race

The first Stop-and-Hold penalty is imposed after 30 incident points (INC). The penalty is issued by the simulation.

Each additional Stop-and-Hold penalty will be given after 5 more INC.

The race control reserves the right to adjust the INC limits both upward and downward, depending on driving behavior and how participants interact with each other.

..11 Flag Rules

Checkered Flag (Black and White)

This flag is waved to indicate the end of a practice session, qualifying, warm-up, or race.

Black Flag

This flag indicates to the driver that they must enter the pit lane or go to a specified location listed in the event or series regulations during their next lap.

If the driver fails to follow this instruction for any reason, the flag will be shown for no more than two consecutive laps.

If a live race commission is in effect, the decision to use the black flag lies with the race commission.

Black Flag with an Orange Disc

This flag informs the driver that their vehicle has a technical issue. They must immediately enter the pit lane and have the problem resolved.

Yellow Flag

This flag indicates a hazard or an obstacle beside or partially on the track. The flag is simply waved to the drivers. Speed must be reduced, overtaking is prohibited, and a direction change is allowed. Any ongoing overtaking maneuver must be abandoned if it cannot be completed before reaching the yellow flag.

White Flag

This flag indicates that the track is clear. The flag can be waved at the section of track immediately after an incident for which one or more yellow flags were shown.

The flag can also be used to release the start of a formation lap or warm-up session, or to start a practice or qualifying session, if the race commission deems it necessary.

Blue Flag

The blue flag indicates that the driver is about to be overtaken or lapped. It has different meanings during practice, qualifying, and the race:

During Practice / Qualifying:

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

During the Race:

A driver being lapped, and shown a blue flag, must allow the faster car to pass at the next safe opportunity.

A driver who systematically ignores or repeatedly disregards blue flags may be penalized with a race penalty.

..12 Penalty Points + Penalty Points Account

Violations of the regulations, particularly incidents caused by negligent or reckless behavior on the track, can be penalized by the race control with penalty points and other penalties, such as starting from the pit lane or drive-through penalties. Further penalties will be considered for the next start. All penalty points are collected in the penalty points account (SPK) of the respective team and are visible in the official results under the columns "Penalties" (penalty points) and "Account" (penalty points account).

When a team reaches 10 penalty points, they will automatically receive a 30-second Stop-and-Go penalty for the next scoring race or in the form of a time penalty after the last race. The SPK will not be reset after serving this penalty but will continue to increase with the next penalty points, reaching 11, 12, and so on. The next penalty will occur when the team reaches 20 penalty points. The SPK is accumulated from penalties incurred during races.

Reduction of Penalty Points

Outstanding penalty points will only be reset to 0 after the conclusion of the season.

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.

..13 Team Name Regulations

The team name may be changed once per season.

Team Name Regulations

The total length of the team name, including all punctuation, must not exceed 24 characters.

..14 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

○ SEVERABILITY CLAUSE

If individual provisions of this rulebook are or become unenforceable, the validity of the rest of the rulebook shall remain unaffected. The above provision also applies in the event that the rulebook proves to be incomplete.