# Digitale Nürburgring Langstrecken-Serie
# Series Regulations

Name der Serie:

**Digitale Nürburgring Langstrecken-Serie 2026/27**

Only the German version of this document is binding!

DMSB Approval Number:

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The VLN VV GmbH & Co. KG announces the Digital Nürburgring Endurance Series 2026/27 (Status: National A) in accordance with the DMSB regulations, especially those for SimRacing, under the conditions listed below.

Gender Disclaimer:
For readability, this document uses the generic masculine form. All personal designations apply to all genders unless explicitly stated otherwise.

Organizer / Promoter: VLN VV GMBH & Co.KG

Sporting Administration: VLN Sport GmbH & Co. KG
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# Part 1 – Sporting Regulations

## 1 Introduction

The Digital Nürburgring Endurance Series (referred to as DNLS) is conducted on the basis of the regulations of the Digital Nürburgring Endurance Series, the FIA Esports International Sporting Code, the DMSB Event Regulations for SimRacing, the DMSB SimRacing Regulations, the DMSB Legal and Procedural Rules (RuVO), the resolutions and provisions of the DMSB, the anti-doping regulations of the national and international anti-doping agencies (WADA/NADA Code) as well as the FIA Anti-Doping Regulations, the event announcement, the FIA Ethics and Code of Conduct, the DMSB Code of Ethics, and all additional FIA and DMSB provisions.

## 2 Organization

### 2.1 Details on the Series Titles and Classifications

VLN VV GmbH & Co. KG, referred to as the series organizer, announces the Digital Nürburgring Endurance Series for the 2026/27 season. Five (5) separate classifications will be held:

1) DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2026/2027 Gesamt - Classification
2) DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2026/2027 SP9 - Classification
3) DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2026/2027 PEETN - Classification
4) DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2026/2027 SP10- Classification
5) DIGITALE NÜRBURGRING LANGSTRECKEN-SERIE 2026/2027 BMW M2 - Classification

### 2.2 Name of the Responsible ASN

DMSB – Deutscher Motor Sport Bund e.V.
Hahnstraße 70, 60528 Frankfurt
Homepage: www.dmsb.de
E-Mail: international_series@dmsb.de

### 2.3 ASN Visa / Approval Number

The series announced under this sporting and technical regulation was approved by the Deutscher Motor Sport Bund on 21.10.2026 under registration number ---/--.

### 2.4 Name, Address, and Contact Details of the Organizer / Promoter

VLN VV GMBH & Co.KG
Otto-Flimm-Straße
53520 Nürburg

Christian Vormann
E-Mail: vormann@vln.de

### 2.5 Name, Address, and Contact Details of the Promoter of the Porsche Esports Endurance Trophy Nürburgring (PEETN)

Manthey Racing GmbH
Rudolf-Diesel-Str. 11-13
53520 Meuspath

Julia Klee
Telefon: +49 151 54320820
Mail: j.klee@manthey-racing.de

### 2.6 Composition of the Organizing Committee / Series Coordination

**Series Coordinator**
ADAC Mitterhein e.V.
Gunnar Miesen
Series Coordination
Telefon: +49170 9146610
E-Mail: gunnar.miesen@mrh.adac.de

### 2.7 List of Officials

The list of official race directors and stewards will be published together with the event announcement for each round. Any short-notice changes will be communicated during the drivers' briefing.

### 2.8 Simulation Used

The series uses the simulation iRacing.com. All required licenses, cars, and tracks must be purchased by participants at their own expense.

## 3 Series Regulations

This series is subject to the regulations listed in the preamble, as well as additional provisions of the DMSB and the series organization.

### 3.1 Official Language

The official language is German. Only the German version of the regulations is legally binding.
English translations are provided solely to support international participants.

### 3.2 Responsibility, Amendments to the Announcement

1) Drivers participate in the event at their own risk. They bear full civil and criminal responsibility for any damage they cause, unless a limitation of liability is explicitly agreed in this announcement.
2) The announcement may only be amended by the series organizer and the approving authority. Once the event has started, changes may be issued as bulletins only by the organizer or the chair of the Race Steward Panel (ReKo), and only if required for safety reasons, force majeure, iRacing maintenance work, official orders, or if the announcement contains incorrect details regarding track length, race duration, number of laps, officials, or other obvious errors.
3) The organizer reserves the right to cancel or postpone the event or individual competitions for the reasons mentioned above. Any claims for damages or fulfillment are excluded in such cases.

### 3.3 Code of Conduct & Penalty Catalogue / SimRacing Internal Guideline

The Code of Conduct and Penalty Catalogue (SimRacing Internal Guideline) forms the basis for decisions made by Race Control. This document will be sent to all team managers via email before the first race.

### 3.4 Licenses

1) Drivers must hold a valid driver/competitor license for 2026 (Races 1) and 2027 (Races 2,3 & 4) issued by the DMSB or another FIA-affiliated ASN. Accepted license levels are:
   - nternational Driver/Competitor License Grade D Circuit or higher
   - SimRacing National or higher

   Note: The SimRacing National license is already included in an International Driver/Competitor License Grade D Circuit or higher.

2) The DMSB SimRacing National license may only be applied for by drivers/applicants who hold German citizenship or can prove residency in Germany.

3) Drivers/applicants who neither hold German citizenship nor are residents of Germany must apply for a corresponding SimRacing license from their respective ASN.
   If the respective ASN does not offer a SimRacing license, the following provisions apply in accordance with the FIA Esports International Sporting Code:

   *10.8 An ASN may also grant an Esports Licence to a foreigner belonging to a country not yet represented within the FIA, with the FIA's prior authorisation. The ASN shall advise the FIA of any refusal on its part to comply with a request of this nature.*

   *10.9 An ASN may also grant an Esports Licence to a foreigner whose Parent ASN does not issue Esports Licences, with the Parent ASN's prior authorisation.*

4) The DMSB SimRacing National license can be requested through the DMSBnet portal: https://dmsbnet.de/
   For questions, the DMSB can be contacted via email at: lizenz@dmsb.de
5) Each driver/competitor must submit their license number once per calendar year using the appropriate form. The submission deadline is seven days before each event.
   Link to the form: https://docs.google.com/forms/d/e/1FAIpQLSd5mM8iDdMwW19QiI-TQxMbK8fXh4VfXDCihjOP8mhyfBgdYw/viewform?usp=publish-editor

### 3.5 Insurance

No insurance is required.

## 4 Entries

### 4.1 Season Entries / Event Entries, Entry Deadlines and Participation Requirements

1) Drivers are eligible to compete from the age of 13.
2) Participation in the championship requires an online season entry (4 races). Each season entry is submitted as a team entry in the classes SP9, PEETN, SP10, and BMW M2. A team may enter multiple cars, both within the same class and across different classes.
3) The official entry period begins on **08 November 2026 at 18:00 and ends on 15 November 2026**. Entries submitted after this period either as late season entries or as guest entries are still possible.

4) Confirmations for season entries will be sent via email to the listed team managers starting on **16 November 2026**.

**4.2 Processing of Season Entries**

Season entries will be processed in the order in which they are received.

**4.3 Authority of the Organizer**

The final approval of a season entry lies solely at the discretion of the organizer. The organizer reserves the right to reject a season entry and will provide reasons for doing so.
In the SP9 and SP10 classes, several manufacturers are available. The organizer places particular value on a balanced field and brand diversity within the classes.

**4.4 Waiting List Procedure**

Teams whose season entries are not confirmed will automatically be placed on the waiting list. A position on the waiting list does not guarantee participation in the season; it only serves as an interim status until the organizer reaches a final decision.

Participation in each event is limited to 60 cars.
If the number of entries exceeds this limit, or if there is a significant surplus of entries in specific classes, the organizer reserves the right to adjust the regulations accordingly.

**4.5 Pre-Qualification**

If there is a significant surplus of entries in individual vehicle classes, the organizer will conduct a pre-qualification in the period from **17 November 2026 to 30 November 2026**.

**4.5.1 Pre-Qualification Regulations**

The pre-qualification to determine eligibility to start in the DNLS 2026/27 season will – if required – take place online between **17 November 2026 to 30 November 2026**. Each qualification day consists of several time slots, with two (2) parallel iRacing sessions being held in each slot.
The exact dates, times, server password, etc. will be communicated to the team managers via email.

Teams that do not wish to take part in the pre-qualification must notify the organizer immediately by email at dnls@vln.de

1) Valid Qualifying Lap Times
   A valid lap time is determined from the average of the lap times set by two drivers of a registered team within the same time slot. The two valid lap times from the respective iRacing lone-qualifying sessions are added together and divided by two (2). This results in the team's average lap time, which is then used for classification.
   To ensure that lap times are assigned correctly, drivers must join the iRacing sessions using the registered iRacing team and the corresponding iRacing ID.
2) Additional Provisions
   (1) Eligibility
   Only teams that have registered for the series via the online form are eligible to take part.
   (2) Qualifying Sessions
   All qualifying sessions are held in iRacing's lone qualifying mode. Qualifying Conduct Scrutiny is set to Strict for all sessions. There is no limit to the number of counted laps.
   (3) Team Composition
   A team consists of two (2) drivers, and both must set a valid lap time within the same time slot in the parallel iRacing sessions. These two times form the team's average lap time.
   A team may have more than two drivers participate in pre-qualification without submitting additional driver registrations.

   The two drivers who set the team's fastest average time must take part in at least one of the first two races of the season.

   Penalty for violation:
   A 30-second stop-and-hold penalty will be applied immediately after the race start for the remaining two races.
   (4) Car Selection
   Teams must complete pre-qualification with the car they registered. Teams that join the server with an incorrect car and set valid lap times will be excluded from the series.
   (5) Car Changes
   A car change is possible until **16 November 2026 at 18:00** by emailing dnls@vln.de.
   Car changes submitted after this deadline are not permitted for pre-qualification.

(6) Account-Sharing in iRacing
Sharing iRacing accounts is prohibited. Violations result in exclusion of both the team and the involved drivers from the series. Teams that have registered multiple cars for the season will also be excluded.

(7) Ranking
Rankings will be provided to teams regularly via email.

(8) Balance of Performance (BoP)
Pre-qualification will be conducted using the Balance of Performance (BoP) listed in the series announcement.

3) Provisions for Ranking and Team Confirmation
   (1) The ranking of teams is based on the fastest average team times within each manufacturer across all time slots. The recorded times are compared, and teams are ordered according to their pace. Performance is evaluated relative to other teams using the same manufacturer.
   (2) The number of starting spots awarded through pre-qualification depends on the total number of registered cars or manufacturers in each class, minus any allocated wildcards.
   (3) The exact number of cars or manufacturers that can qualify for the season through pre-qualification will be communicated to all team managers by **17 November 2026**.

**4.6 Entry Form**

1) Season entries must be submitted online using the following form:
   Link:
   https://forms.cloud.microsoft/Pages/ResponsePage.aspx?id=Q_Aa4oIzPUmYSYqGKLQuXdsBD8UT7StFq09fLRuwfbpUQlRPMTlKRTdBRVpGRkdJT1dHVk5BUVlPQy4u
2) The series organizer reserves the right not to run the Digital Nürburgring Endurance Series if fewer than 50 teams are registered.
3) Publication of Series Information:
   All relevant information will be published on the official NLS website.
   Participant area: https://www.nuerburgring-langstrecken-serie.de/de/dokumente-fuer-dnls-teilnehmer/

**4.7 Classification of Real Racing Drivers (Real Driver) – Class SP9**

1) Teams in class "SP9" must designate at least one real driver ("Real Driver") in the season entry form as well as for each race. The nominated Real Driver may be replaced by another Real Driver at any time, subject to the applicable registration deadlines. The Real Driver is required to take part in qualifying and start the race.
2) The key requirement for classification as a Real Driver is possession of an International Driver/Competitor License Grade C Circuit that is no more than two years old (2025). In addition, at least one of the following criteria must be met:
   Requirements:
   a. Listed in the FIA Driver Categorisation (Platinum, Gold, Silver, Bronze).
   b. Participation in at least five real NLS/VLN championship races or in an official 24-hour race at the Nürburgring Nordschleife that was finished in classification.
3) Regulations for Holders of a Super License (Formula 1 License):
   Competitors who have held a Super License within the last five years (since 2022) are automatically granted Real Driver status. This provision applies without any further conditions.
4) Written proof must be submitted in due time by email to dnls@vln.de by Wednesday, 12:00 noon of the respective race week.

**4.8 Entry Fee per Team**

1) The entry fee for the season or for individual events must be paid by bank transfer after receipt of the invoice. Payment must be made to the following account:
   (1) Account Holder: VLN VV GmbH & Co. KG
   (2) Bank: Kreissparkasse Ahrweiler
   (3) IBAN: DE04 5775 1310 0000 2592 59
   (4) Swift-BIC: MALADE51AHR
   (5) Reference: Start number and team name
2) After the organizer has issued written confirmation of the season entry, all teams will receive an official invoice, which will be sent to the team manager by email. An entry is considered accepted and binding only once it has been confirmed in writing by the organizer and the payment has been received.
3) It is the team's responsibility to provide proof of payment and to ensure that the payment can be clearly assigned to the registered car(s). Please make sure that the reference on the bank transfer is clear and unambiguous.
4) The entry fee is charged as an annual fee at the start of the season and, depending on the vehicle class, amounts to the following per car:

| Class | Season Entry | Single Event / Guest Entry |
|---|---|---|
| SP9 | 315€ | 80€ |
| PEETN | 270€ | 70€ |
| SP10 | 270€ | 70€ |
| BMW M2 | 220€ | 60€ |

*All prices include the applicable VAT.

5) If a team withdraws an already accepted entry or does not make full use of it, no (partial) refund will be issued. If a team fails to participate in one or more races without providing a valid excuse despite having a confirmed season entry, the organizer reserves the right to reassign the starting spot.
6) A non-participation must be reported in writing at least five (5) days before the respective race.

## 5 Provisions for Individual Classifications

### 5.1 SP9 - Classification

1) Teams in the "SP9" class must designate at least one real driver ("Real Driver") in the season entry form and for each race. The Real Driver may be replaced by another Real Driver at any time, provided the registration deadlines are met. The Real Driver must take part in qualifying and start the race.
2) Minimum Driving Time for SP9 – Real Driver
   The minimum driving time for the Real Driver is seven (7) race laps, which may be interrupted by driver changes.
3) Teams that complete the race 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.

### 5.2 Porsche Esports Endurance Trophy Nürburgring (PEETN) – Classification and Qualification

1) General
   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 and aims to provide a broad participant base and fair competition for all entrants.
2) Classifications
   (1) Team Classification
   All participating teams earn championship points throughout the season based on their race results. Points are awarded according to the official finishing positions and may reflect any applied penalties. The team with the highest total points at the end of the season is crowned PEETN Team Champion.

   (2) Driver Classification
   The driver classification tracks the individual points earned by all drivers in the PEETN. Any points a driver scores in the team class standings are also counted toward the driver classification. If a driver changes teams, previously earned points remain. The highest-ranked driver or driver pairing at the end of the season is awarded the PEETN Driver Championship.

   (3) AM Driver Classification
   The AM classification is reserved for drivers designated as amateurs (AM). Points are awarded according to the official finishing positions, considering only AM drivers. AM drivers collect points only if their car is driven exclusively by AM-classified drivers in that race. The highest-ranked AM driver or AM pairing at season's end is named PEETN AM Driver Champion.

   (4) AM Driver Classification Rules
   The goal of the AM classification is to provide drivers with less experience or a lower skill level with their own competitive classification, thereby ensuring the most balanced competition possible within the series.
   Classification as an AM driver is determined by the PEETN organizer prior to the first race, based on the driver's iRating in the iRacing simulation.
   Only the driver's primary account is considered for classification. Secondary or tertiary accounts are not taken into account.
   The iRating threshold used for classification will be announced after the driver registration period closes and before the first race.
   The iRating threshold may be adjusted during the season if necessary for sporting reasons to ensure the fairest and most transparent classification of drivers possible.

The organizer also reserves the right to reassess the AM status of individual drivers during the season and adjust it accordingly.

**5.3 SP10 – Classification**

Teams are not required to provide any special documentation to compete in the SP10 class of the Digitalen Nürburgring Langstrecken-Serie.

**5.4 BMW M2 – Classification**

Teams are not required to provide any special documentation to compete in the BMW M2 class of the Digitalen Nürburgring Langstrecken-Serie.

**5.5 Start Numbers**

1) Start numbers may be selected according to the following number ranges, based on the NLS numbering system:
   SP9: #2 - #50
   PEETN: #900 - #950
   SP10: #161 - #193
   BMW M2: #870 - #899
2) Start number #1 is reserved for the previous season's SP9 class champion.
3) Start numbers may not begin with the digit 0.
4) Teams may indicate a preferred start number in the entry form, but there is no entitlement to receive it. Numbers are assigned in the order in which entries are received.

## 6 Events

**6.1 Series Calendar**

| Event | Date | Track | Configuration | Race | Ingame Date |
|---|---|---|---|---|---|
| Event 1 | 19.12.2026 | Nürburgring Combined - Gesamtstrecke | VLN | 3 hours | Apr 25. |
| Event 2 | 09.01.2027 | Nürburgring Combined - Gesamtstrecke | VLN | 3 hours | May 23. |
| Event 3 | 20.02.2027 | Nürburgring Combined - Gesamtstrecke | VLN | 3 hours | Jun 20. |
| Event 4 | 06.03.2027 | Nürburgring Combined - Gesamtstrecke | VLN | 3 hours | Aug 01. |

**6.2 Event Schedule**

Saturday

The in-game times will be published in the briefing documents for each event.

*All event times are given in Central European Time (CET).

| Start | End | Session | Duration/Distance |
|---|---|---|---|
| 08:00 | 10:00 | Free Practice (Separater Server) | 120 minutes |
| 09:00 | 11:05 | Warm-Up (Race Server) | 125 minutes |
| 11:10 | 11:30 | Drivers' briefing / mandatory for all teams / driver | 20 minutes |
| 11:35 | 12:15 | Qualifying (PEETN, SP10, BMW) | 40 minutes + overtime |
| 12:30 | 12:45 | Qualifying (SP9) | 15 minutes + overtime |
| 13:00 | 16:00 | Race | 180 minutes + overtime |

**6.3 Maximum Number of Allowed Cars – Maximum Grid Size / Waiting List / Guest Entries**

1) Grid Size
   The maximum grid size is 60 cars. The planned class distribution is:
   (1) SP9: 20 cars
   *(BMW M4 GT3 EVO, Mercedes-AMG GT3 2020, Porsche 911 GT3 R (992), Ferrari 296 GT3, Lamborghini Huracan GT3 EVO, Ford Mustang GT3, Aston Martin Vantage GT3 EVO, Audi R8 LMS EVO II GT3)*
   (2) PEETN: 16 cars *(Porsche 911 Cup (992.2)*
   (3) SP10: 12 cars *(BMW M4 G82 GT4, Mercedes-AMG GT4, Aston Martin Vantage GT4)*

(4) BMW M2: 12 cars *(BMW M2 Racing (G87)*

2) The organizer reserves the right to adjust the number of cars and manufacturers within each class.
Of the 60 available grid spots, 50 are allocated to season entries. The remaining ten (10) spots are reserved as wildcards for the organizer, who may assign them to additional season entries or guest starters at their discretion.
If the maximum grid size is not reached, the organizer may award more than ten (10) wildcards.

### 6.4 Guest Entry

A guest entry can be requested at any point during the season. Approval of a guest starter is at the organizer's discretion. Guest starters are eligible to score championship points.

### 6.5 Execution of the Competitions

All rounds of the competition are conducted exclusively online.

1) Practice
Both official (organizer-hosted) and privately hosted practice servers are available. At least three practice servers will be provided by the organizer for each championship round. Practice dates are published in the briefing documents.
2) Private Practice and Testing
Private practice sessions and test sessions are permitted.
3) Practice Sessions
Each event includes one free practice session and one qualifying session (see Section 6.2 Event Schedule).
4) Mandatory Presence – Race Server
All teams must join and register on the race server by 10:30 on race day at the latest. This ensures that all teams are properly connected and able to participate.
5) Qualifying
There is no minimum driving time in qualifying. Teams/drivers who do not set a valid lap time will be placed at the back of their respective class by the simulation but are still allowed to start. If multiple teams fail to set a valid lap time, iRacing determines their starting order within the class.
6) Start Procedure
All championship races use a rolling start (Indianapolis start).
7) Championship Races
All championship races are team events with a duration of 3 hours. Each team/car must have a minimum of 2 and a maximum of 4 drivers participating in the race.
8) Teamspeak
On race days, at least one team representative must be present in Teamspeak from the drivers' briefing until the end of the protest period.
9) Driving Aids and Damage Model

| | |
|---|---|
| Driving aids: | Disallow all driving aids (but clutch assist OK) |
| Damage: | Active |
| Tire wear: | Active |
| Fuel consumption: | Active |

## 7 Classification

### 7.1 oints System and Scoring Method

1) The winning team is the one that completes the prescribed distance in the shortest time, or covers the greatest distance within the allotted time, taking into account all applicable penalties.
2) Classification is only awarded if a verifiable result is available, either via replay or official results/timing. The points system requires a minimum of seven (7) starters in each class. If more than seven (7) cars start in a class, positions from eighth (8th) onward receive 1 point for the overall standings of that class. If fewer than seven (7) cars start, the number of available points is reduced according to the following points 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 |

3) The points table applies individually to each vehicle class.
4) Only cars that have completed at least 75% of the winner's distance are classified. This rule applies within each class.
5) Drop Scores
   There are no drop scores in this series. All results from all events count fully toward the overall and class standings. Omitting or discarding race results is not permitted.
6) Bonus Points
   The following bonus points are awarded in each class:
   Pole Position: 2 point
   Fastest Race Lap: 1 point

### 7.2 Ties in Points

1) Penalty Points Account
   The first criterion is the penalty points account. The team with fewer penalty points over the entire season receives the higher ranking.
2) Number of Wins
   If no penalty points were issued, the number of first-place finishes across all classified races is used.
   If still tied, the number of second places is compared, then third places, and so on.
3) Incident Points (iRacing)
   If a tie still remains, the total number of incident points accumulated across all iRacing races of the season is compared. The team with fewer total incident points receives the higher ranking.

## 8 Document Check

### 8.1 Event Entry (Team)

1) All teams are automatically entered for all championship races.
2) A withdrawal from a race must be submitted by email to dnls@vln.de by Monday, 18:00 in the respective race week.
3) If a team is unable to take part in a race for any reason, the organizer must be informed immediately by email at dnls@vln.de

### 8.2 Drivers' Briefing

1) The drivers' briefing takes place on the TeamSpeak server of Simracing Deutschland and is conducted by the race director together with the chair of the race steward panel.
2) TeamSpeak Access Details:
   Server-Adresse: ts.simracing-deutschland.de
   Passwort: abtabt
3) The briefing is primarily held in German. The organizer aims to offer an optional English briefing for each race, but this cannot be guaranteed in all cases.
4) All drivers must attend the briefing. It is mandatory that the driver or team representative displays the start number before their real first and last name on TeamSpeak.
5) All participants must remain muted during the briefing and follow the instructions attentively.
6) Failure to attend or incomplete attendance, once verified, will result in a 10-second time penalty for the race.
7) A dedicated briefing document will be published for each event. All rules listed in that document or communicated during the briefing are binding for all participants and must be strictly followed.
8) Driving on the official race server is prohibited during the briefing.
9) After the briefing, all participants must switch to their designated team channels.

## 9 Race

### 9.1 Structure of the Race Steward Panel (ReKo)

A live race steward panel is used in the series, consisting of at least two stewards and one race director.

### 9.2 Areas of Review

All race sessions are fully reviewed, including the list of car-to-car contacts recorded by the simulation log.
The following general rule applies:
If only two cars are involved in an incident, the incident will be noted, but an Incident Report or protest must also be submitted.
The steward panel (ReKo) still retains the authority to review such incidents independently.
If a third car is involved, the ReKo will automatically review the incident.
However, submitting an Incident Report is always recommended, as incidents may occasionally be missed by the ReKo.

### 9.3 Collision Detection

Collision detection is disabled in the pit lane.

**9.4 Fast Repair**

1) Each team has three (3) Fast Repairs available per championship race.
2) For every Fast Repair used, a drive-through penalty must be served on the immediately following lap.
3) It is the responsibility of each team or driver to complete this penalty independently and without delay on the next lap after using the Fast Repair.
   For every additional race lap completed without serving the drive-through, the team receives one penalty point.
4) A Fast Repair penalty may not be combined with a regular pit stop unless the car is damaged again and requires another Fast Repair. In that case, the lap on which the penalty must be served will shift accordingly.
5) If a Fast Repair is used unintentionally or is not registered by the simulation, the drive-through penalty still applies.
6) Race control reviews all teams during and after the race.
7) Fast Repair Reporting (FR-Report)
   Fast Repairs do not need to be reported.
8) Fast Repair Verification
   Teams are not required to prove that they did not use a Fast Repair.
   However, if a team claims that no Fast Repair was used, the burden of proof lies with the team. They are responsible for providing evidence to race control.

**9.5 ESC Restrictions and Requirements**

1) Using the ESC key is permitted in this series. After pressing ESC, teams may rejoin practice, qualifying, or the race, but the mandatory minimum tow time must always be respected.
2) Gaining a time advantage through ESC usage will be penalized by race control.
3) The ESC key may only be pressed off the racing line (whenever possible) to avoid collisions with other cars, especially after the race has ended.

**9.6 Return to the Pit Lane After the Race**

1) After crossing the finish line, cars must return to the pit lane under their own power.
2) It is strictly forbidden to intentionally damage the car or cause deliberate collisions after the race has ended.
   Violations will result in penalties more severe than those applied for regular in-race incidents.
   The exact penalty is determined by race control on a case-by-case basis.

**9.7 Protest (Fee Required)**

1) Protests may be submitted up to 15 minutes after the end of the race.
   They must be submitted in writing via PDF form by email to dnls@vln.de . Protests submitted after this deadline will not be reviewed. Any protest filed after the cutoff is considered invalid.
2) The protest form must be filled out completely and accurately.
3) Only teams directly involved in the incident may file a protest. Protests submitted by uninvolved teams are not permitted.

**9.8 Incident Report**

1) Incident reports may be submitted up to 15 minutes after the end of the race using the designated online form.
2) An individual incident will only be reviewed if the incident report is submitted:
   (1) within 30 minutes of the moment the incident occurred, and
   (2) within the 15-minute submission window after the race ends.
3) Reports submitted after these deadlines are invalid and will not be reviewed.
4) The incident report form must be filled out completely and accurately.
5) Incident reports may only be submitted by a team directly involved in the incident.
   Reports from uninvolved teams are not permitted.

**9.9 Penalties**

1) The general iRacing regulations apply.
2) Penalties may only be served after the race has officially started (end of the first race lap). All penalties issued by race control or the simulation must be served within three (3) laps.
   (1) Exceptions
   Exceptions are direct instructions from race control, which must be followed immediately.
   These instructions may be given via TeamSpeak (voice) or the iRacing in-game text chat.
   Failure to follow a direct order results in immediate disqualification. Additional sanctions may be imposed.
3) Only penalties issued via the in-game black flag system—whether from the steward panel or the iRacing incident system—may be served in combination with a pit stop.
   Due to iRacing's mechanics, an additional 25-second stop is automatically added.
   All other penalties, especially drive-through penalties, may not be combined with a pit stop.

4) iRacing Penalties
   (1) iRacing penalties are indicated by a black flag.
   (2) A rolled-up black flag indicates a warning. The driver must, for example, reduce speed to avoid receiving an actual penalty.
   (3) A fully displayed black flag indicates a penalty from iRacing or race control. The driver must return to the pits to serve it.
5) iRacing or race control may issue three types of black-flag penalties:
   (1) Drive-through penalty:
   The penalized car must drive through the pit lane without stopping at the pit box or anywhere in the pit lane.
   (2) Stop-and-hold:
   The car must enter the pit lane, stop in its pit box, and will be held by the simulation for a defined period before being released.
   (3) Disqualification
6) When a team receives a black-flag penalty from iRacing or race control during a session, they must enter the pits and serve it.
7) Pit Lane Start Procedure
   Teams starting from the pit lane may only begin their race once their entire class has passed the pit exit line.
   The car must line up at the end of the pit lane on the right-hand side before being released.

## 10 Titles, Prize Money and Trophies

### 10.1 Titles and Awards

1) The SP9 team with the highest total points after all championship rounds of the Digital Nürburgring Endurance Series 2026/2027 receives the title: Champion SP9 | Digitale Nürburgring Langstrecken-Serie 2026/2027.
2) The PEETN team with the highest total points after all championship rounds of the Digital Nürburgring Endurance Series 2026/2027 receives the title: Champion PEETN | Digitale Nürburgring Langstrecken-Serie 2026/2027.
3) The SP10 team with the highest total points after all championship rounds of the Digital Nürburgring Endurance Series 2026/2027 receives the title: Champion SP10 | Digitale Nürburgring Langstrecken-Serie 2026/2027.
4) The BMW M2 team with the highest total points after all championship rounds of the Digital Nürburgring Endurance Series 2026/2027 receives the title: Champion BMW M2 | Digitale Nürburgring Langstrecken-Serie 2026/2027.
5) The team with the highest total points across all classes, after all championship rounds of the Digital Nürburgring Endurance Series 2026/2027, receives the title: DNLS Champion| Digitale Nürburgring Langstrecken-Serie 2026/2027.

### 10.2 PEETN Titles and Awards

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

1) PEETN Team-Champion:
   The PEETN team with the highest total points after all championship races of the Digital Nürburgring Endurance Series 2026/2027 receives the title: PEETN Team-Champion | Digitale Nürburgring Langstrecken-Serie 2026/2027.
2) PEETN Driver Champion:
   The driver or driver pairing with the highest total points in the PEETN driver classification after all championship races receives the title: PEETN Driver Champion | Digitale Nürburgring Langstrecken-Serie 2026/2027.
3) PEETN AM Driver Champion
   The AM driver or AM driver pairing with the highest total points in the PEETN AM classification after all championship races receives the title: PEETN AM-Champion | Digitale Nürburgring Langstrecken-Serie 2026/2027.

### 10.3 Prize Money, Awards & Trophies

1) Prize Money
   At the end of the season, prize money will be awarded to the top three teams in each published class.
   The distribution of the prize money follows the table below:

| *Position* | *SP9* | *SP10* | *BMW M2* |
|---|---|---|---|
| *1st Place* | 1200,00 EUR | 950,00 EUR | 950,00 EUR |
| *2nd Place* | 900,00 EUR | 650,00 EUR | 650,00 EUR |
| *3rd Place* | 600,00 EUR | 350,00 EUR | 350,00 EUR |

2) DNLS Champion
   The overall DNLS Champion receives €2.000 in prize money and an invitation to the official NLS season awards ceremony in November 2027.
3) Winner's Trophy
   Each class winner also receives a trophy.

4) Merchandise Prizes
The organizer reserves the right to award merchandise prizes provided by sponsors.
(Details are not yet available at the time of publication and may be announced later.)

5) Awards Ceremony
The winners of each class will be honored on the podium during one of the first three real NLS events at the Nürburgring.
Each driver and the team manager (if different) will receive one complimentary ticket from the organizer.
The organizer does not cover travel, accommodation, or any other expenses — these must be covered by the participants themselves.
Winners will be notified directly by the organizer.

6) Prize Money and Trophies for the PEETN
   (1) The following prize money and awards will be presented at the end of the season:
   Prize money for the top three teams in the PEETN will be distributed as follows:

***PEETN Prize Money***

| ***Position*** | |
|---|---|
| *1st Place* | 3600,00 EUR |
| *2nd Place* | 2250,00 EUR |
| *3rd Place* | 1300,00 EUR |

   (2) A prize fund of €850 is awarded to the PEETN AM Driver Champions.
   (3) The top three teams each receive a trophy at the annual awards ceremony.
   (4) The top three drivers or driver pairings in the driver classification each receive one medal per driver at the annual awards ceremony.
   (5) The best AM driver pairing receives one medal per driver at the annual awards ceremony.
   (6) The following awards are presented at all championship rounds:
      1. Trophies for the best-placed drivers
         The top three driver line-ups each receive one trophy per driver at every championship round.
      2. The best AM driver line-up receives one trophy per driver at every championship round.
      3. Submission of contact and address details
         All participating drivers are required to send their contact and address details by email to the PEETN organizer, Ms. Julia Klee, within 48 hours after each race.
         If the data is not submitted within this deadline, the claim to the winner's trophy lapses.
   (7) Annual Awards Ceremony
   The top three teams and driver line-ups, as well as the best AM driver line-up of the PEETN, will be honored during one of the first three events of the Porsche Endurance Trophy Nürburgring at the Nürburgring.

## 11 Exclusion of Legal Recourse and Limitation of Liability

(1) Legal recourse is excluded for decisions made by the series organizer, the race steward panel, the race director, or the organizer acting as judges within the meaning of § 661 BGB.
(2) No claims of any kind may be derived from actions or decisions of the race steward panel, the race director, or the series organizer, except in cases of intentional misconduct or gross negligence.
(3) Participants take part in the events at their own risk.
By submitting an entry, teams and drivers waive all claims of any kind for damages arising in connection with the events, specifically:
   (1) against the series organizer and iRacing.com, including their bodies and managing directors,
   (2) against the marshals,
   (3) and against all other persons involved in organizing the event,
   except for damages resulting from injury to life, body, or health caused by intentional or grossly negligent breach of duty — including by a legal representative or vicarious agent of the released parties — and except for any other damage caused by intentional or grossly negligent breach of duty by the same persons.
(4) The exclusion of liability becomes effective toward all parties involved upon submission of the entry.
It applies to claims arising from any legal basis, in particular claims for damages based on contractual or non-contractual liability and claims arising from tort. Implicit liability limitations remain unaffected by the above liability 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 for the Digital Nürburgring Endurance Series — including terrestrial, cable, and satellite broadcasting — as well as all video rights and rights for use in any electronic media, including the internet, are owned by the series organizer. Any kind of recording, broadcasting, replay, or reproduction for commercial purposes is prohibited without the organizer's written consent.

Livestreaming by Teams / Drivers

Teams or drivers who livestream their race on the internet or on TV must follow these rules:

(1) They must use the official car liveries (SkinPack) provided by the organizer.
(2) They must display the official name of the event.
(3) They must include the official livestream link in the stream description.
(4) They must include the official Twitch command.
(5) Livestreaming – PEETN Teams / Drivers:
They must include the link to the PEETN website in the stream description:
https://www.porscheendurancetrophy.de/porsche-esports-endurance-trophy-nuerburgring
They must include the hashtag #PETNBR angeben.

## 13 Special Regulations

### 13.1 Team Managers / Teams / Participants

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

1) Team Manager
   (1) The team manager, or an appointed deputy, holds primary responsibility for the registered team. Any changes may only be made by one of them.
   (2) A team manager may serve both as team manager and as a driver within their own team. They may also drive for another team at the same time.
   (3) Important information such as entry confirmations, server passwords, etc. will be sent to the team manager by email. It is their responsibility to pass this information on to the team.
2) Teams
   Teams must adhere to the following rules:
   (1) Teams must join the server using the registered car and the correct iRacing Team ID.
   The team name must clearly resemble the registered team name. If a team registers the wrong team or joins the race server with an unregistered iRacing Team ID, they will receive a drive-through penalty in the race.
   (2) Teams must use the start number assigned by the organizer.
   1st offense: 3 penalty points
   From the 2nd offense onward: 10-second stop-and-hold penalty in the race
3) A team must consist of at least two drivers. Team composition is flexible, but the "Real Driver" rules for the SP9 class must be observed.

### 13.2 Driver Registration (Driver Line-up) and License Check

1) All teams must register their race drivers and optional reserve drivers for each event.
   The deadline is Wednesday at 12:00 during the respective event week.
   Registration must be submitted via the official online form.
2) The following information is required for each registered driver in the online form:
   (1) First and last name
   (2) Nationality
   (3) iRacing Driver ID
   (4) License number
   (5) Email address
   (6) Date of birth
3) Teams that do not submit their driver line-up before the deadline are not eligible to start. Late changes to race or reserve drivers are not permitted.
4) If drivers participate in a race without being submitted before the deadline, the team will be disqualified and removed from the series.
5) Driver License Check
   License checks and verification of driver eligibility are performed by the DMSB.

By submitting the driver line-up, all named drivers confirm that the organizer may forward the required data to the DMSB for license verification.

**13.3 Minimum Driving Time**

1) The minimum driving time for each driver is six (6) race laps.
2) The number of laps driven is evaluated based on the official iRacing race results.
3) If a driver fails to meet the minimum driving time, the team/car will receive an 85-second time penalty added to the race result.

**13.4 Regulations for Participating in the Race Using a Simulator**

1) Teams participating from a simulator (rig) must provide proof of their driver swap.
   This proof must be submitted as a video showing the entire period from pit entry to pit exit.
2) The video must clearly show both the driver before the pit stop and the driver after the pit stop.
   The in-game iRacing video timer must also be visible for at least five seconds during the pit stop.
3) The proof must be submitted to race control within five minutes after the driver swap.
   Teams that do not provide the required proof in time will not be classified (DNC).
   They will keep their finishing position in the race results but will not receive championship points.
4) Teams using this setup must notify the organizer by email at dnls@vln.de no later than 09:00 on race day.
   Final approval is granted by race control.

**13.5 Qualifying Procedure**

1) Track release for qualifying is announced by race control via the in-game chat.
   During qualifying, pit entry must always be taken via the Grand Prix circuit (short layout) directly after the Veedol chicane.
   Failure to follow this rule results in a drive-through penalty.
2) Cars on a timed lap may not be obstructed or impeded. Drivers must always make sure to leave enough space for cars on flying laps.
3) During qualifying, it is allowed to start a timed lap after completing a “short lap” via the Grand Prix layout through the Hyundai N curve.
   If the start/finish straight is approached through the Hyundai N curve, drivers must keep right until crossing the start/finish line. Multiple laps using this short layout are permitted.
4) Starting a timed lap via the Grand Prix layout (penalty removal)
   (1) There is no limit on the number of short laps.
   However, if a timed lap is started via the short Grand Prix layout through the Hyundai N curve, iRacing will issue a penalty. Race control will remove this penalty.
   (2) Procedure:
   Open chat by pressing T.
   After exiting the Hyundai N curve, send a chat command to RaceControl on the start/finish straight.
   The message must include the start number and can be sent by the driver or a teammate.
   Enter the following in the text chat: /rc123 (replace 123 with your start number).
5) Qualifying (PEETN, SP10 and BMW M2)
   (1) As soon as iRacing begins the qualifying session, the PEETN, SP10, and BMW M2 classes may start their runs at their discretion. After 40 minutes, race control ends qualifying via iRacing text chat with the message: “Finished Qualifying PEETN, SP10, & BMW M2” All laps already started may be finished and will be counted according to iRacing rules.
   (2) Drivers who took part in qualifying are allowed to start the race, but they are not required to do so.
6) Qualifying (SP9)
   (1) The Real Driver is required to complete both qualifying and the race start.
   (2) Race control starts SP9 qualifying with the message: “Start Qualifying SP9-Class”
   (3) P9 qualifying ends after 15 minutes via iRacing. All laps already started at that moment may be completed and are counted according to iRacing rules.

**13.6 Formation Lap / Parade Lap**

1) The formation lap is carried out in three (3) starting groups.
   All cars begin the formation lap on the side of the track assigned by iRacing based on the qualifying results.
   <u>Starting Groups:</u>
   Group 1: SP9
   Group 2: PEETN
   Group 3: SP10 and BMW M2
2) Starting Group 1 (SP9) begins its formation lap together with the pace car.
3) Each following group starts its formation lap with a gap of about 100 seconds to the group ahead.

4) Race control will announce via iRacing text chat the exact in-game sim time at which each group must begin its formation lap.
5) The sim time is shown in the cockpit in the Lap Time Black Box (F1).
6) Until the race is released, the pole-sitters of each class must maintain a steady speed between 70–85 km/h. Overtaking during the formation lap is only allowed if a car leaves its grid spot late and cars behind must pass to avoid blocking others.
7) Cars that are passed by the entire field must remain at the back and start from the last position. If multiple cars are affected, they must line up in the order in which they left the grid. Changing position, weaving, or sudden direction changes including tire warming are prohibited. If such behavior occurs, the race director may delay the start, order an additional formation lap, or issue a penalty. Drivers who enter the pits due to car issues must fall back to the end of the field.
8) Cars starting from the pit lane may only leave the pits after their starting group has fully passed the pit exit.
9) Empty grid positions may not be filled by moving up other cars during the formation lap or at the start. However, empty rows may be closed up.
10) During the formation lap, the gap between cars must generally not exceed three (3) car lengths.
11) By the Bilstein Bridge at the end of the Döttinger Höhe, all cars in each starting group must be in a clean, closed 2×2 formation.
12) Starting drivers must have voice chat enabled so they can hear instructions from race control.

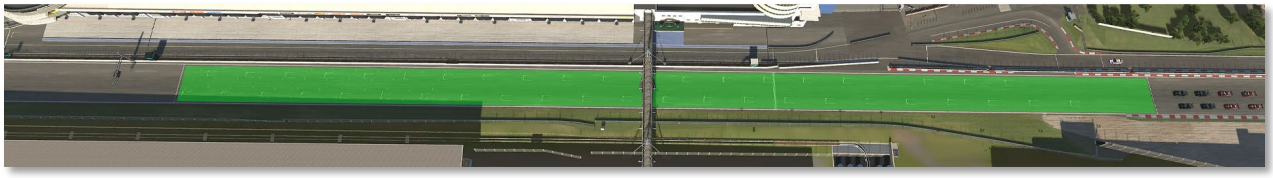
**13.7 Race Start / Start Release**

1) The race starts rolling and in three starting groups.
2) Led by the pole-sitter of each starting group, all cars must approach the start area in a steady, orderly, and closed side-by-side formation consisting of two rows.
3) The pole-sitters must maintain the prescribed speed. All cars behind them must match this speed and respect the spacing rules.
4) he race start takes place inside the start area. The green flag from iRacing is to be ignored.
5) Start Release
   Race control releases the start for each class via an in-game text chat command within the start area.
   1) Text Chat Commands:
      *Start Group 1: "SP9 ---> GREEN GREEN GREEN <---"*
      *Start Group 2: "PEETN ---> GREEN GREEN GREEN <---"*
      *Start Group 3: "SP10, BMW M2 ---> GREEN GREEN GREEN <---"*




6) Once race control issues the in-game text command listed above, the race for that starting group is officially released and the 2×2 formation may be exited.
7) <u>Exception Rule</u>
   If race control cannot issue the text commands due to technical problems, the race will start automatically at the end of the start area, triggered by the leading car.
   As soon as the pole-sitter reaches the end of the start area, the race for that starting group is released and overtaking is permitted.

<u>Start-Area</u>



**13.8 Online Driver Swap**

1) Each team/car is required to complete at least one (1) online driver swap during the race. Each team/car is required to complete at least one (1) online driver swap during the race.
2) Teams/cars that do not complete an online driver swap will be disqualified.
3) Exceptions
   Teams running a championship race from a simulator (rig) are exempt from this rule.
   Separate regulations apply for this setup.

**13.9 Race**

1) The end of the race is indicated to each team by the checkered flag when crossing the start/finish line.
   When the required number of laps is reached, the leader is shown the checkered flag first, followed by all other cars regardless of the number of laps they have completed.
   For races with a time limit, the checkered flag is shown once the leader crosses the line after the timer has expired.
2) Once the overall leader finishes the race by crossing the start/finish line, the pit exit is closed and no car may leave the pit lane.
3) After the leader takes the checkered flag, overtaking is prohibited during the cooldown lap for all cars that are still on track and have not yet finished. Once the leader finishes, the pit exit is closed and may not be used. Cars may cross the start/finish line only once during the cooldown lap. Violations will be penalized by race control.
4) After the race, all teams must drive into the pit lane via the GP circuit pit entry on their own. Only once stopped in their pit box may they press the ESC key. Any violation of this rule results in the team not being classified.
5) Teams that retire from a race without a valid reason may lose their right to start in the remainder of the season. The reason for retiring must be reported verbally to race control via TeamSpeak. Stopping without a compelling reason before the finish line is prohibited and may result in a 10-second time penalty.
6) The start/finish line is valid on the track only, not in the pit lane.
7) Definition of “Not Classified” and “Disqualified”
   Not Classified (DNC): Championship points for that race are removed, but the finishing position remains unchanged.
   Disqualified (DQ): Championship points for that race are removed, and the team is placed at the end of its class classification.

**13.10 Pit Lane**

1) Inside the pit lane, cars must generally stay in the fast lane. If a collision occurs that clearly causes damage, race control may issue a warning or a 10-second time penalty.
2) It is forbidden to intentionally block following traffic or to stop anywhere outside your assigned pit box.
3) Moving a car against the driving direction (reversing) is only allowed for a maximum distance of three (3) car lengths.
4) When leaving the pit box, the driver must immediately merge into the fast lane and stay in it until rejoining the track is allowed.
   If other cars are approaching from behind, the driver may only move to the racing line once they are up to race speed and no obstruction is caused.
5) Warming up the tires with burnouts is prohibited. An exception is granted only when pulling away from your own pit box.

**13.11 Mandatory Pit Stops and Minimum Pit Stop Time**

1) Each team/car must complete two (2) mandatory pit stops during the race before the penultimate lap.
   Each mandatory stop must meet a minimum pit stop time of 30 seconds, as shown by the in-game video timer.
   An online driver swap always counts as a mandatory pit stop.
2) The pit stop window opens when crossing the start/finish line after the race start.
3) Undercutting the minimum pit time results in a stop-and-hold penalty.
   If more than two pit stops are made, the stop with the longest pit duration is used for calculating the penalty.
   The penalty duration is the amount by which the pit stop was too short, always rounded up.
   Example:
   If the mandatory stop is short by 0.2 seconds, race control issues a 1-second stop-and-hold penalty.
4) Incorrectly completing a mandatory pit stop before the penultimate lap results in a time penalty from race control.

5) Not completing both mandatory pit stops properly before the penultimate lap leads to the car being not classified.

**13.12 Track Limits**

iRacing's built-in rules and penalties for track limits apply.
Specific details or event-specific instructions will be published in each briefing document.

**13.13 Disciplinary Actions**

All participants must behave in a fair and sporting manner at all times.
Teams are responsible for the actions and omissions of their assistants (crew members, team staff, etc.).
#myraceisfairplay

**13.14 Weather and Track Conditions**

Detaillierte Informationen zu spezifischen Bestimmungen werden im jeweiligen Briefing-Dokument veröffentlicht.

(1) Weather
Weather is set to dynamic for practice, qualifying, and the race.
Clouds and dynamic in-game time progression are enabled.

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

**13.15 Incident Limit**

1) iRacing's default rules and penalties apply.
2) Race
The first stop-and-hold penalty is issued at 30 incidents (INC), automatically handled by the simulation.
Each additional stop-and-hold penalty follows every 5 further incidents.

**13.16 Team Name Regulations**

1) The team name may be changed once per season.
2) Team Name Requirements:
    (1) The full team name may not exceed 24 characters, including punctuation.
    (2) Teams entering more than one car for the season must use distinct team names.
3) iRacing Team Name
The registered team name should match the iRacing team name.

**13.17 Code of Conduct**

1) General Conduct
The organizer expects all participants to treat each other with respect. Tolerance, fair behaviour and mutual appreciation are the basis for a healthy and cooperative environment.
Any driving actions that intentionally aim to harm another competitor are strictly prohibited. This applies on track, in text or voice chat, in post-race discussions, and in any external communication that becomes known to Race Control. Serious cases may lead to disqualification.
Teams or drivers who hinder, block, push, endanger others, or who are not able to meet the demands of the event, may be excluded from further participation or receive sporting penalties.
Driving against or across the racing direction is forbidden, unless the car must be moved out of a dangerous position.
2) Communication
Text or voice chat may only be used during practice sessions when necessary, and during the driver briefing.
During all other active sessions, communication is strictly prohibited unless Race Control explicitly allows it.
From the start of Qualifying onwards, switching between text or voice chat channels requires approval.
Voice and text chat must remain enabled at all times (including in-car), as both can be used by Race Control for official messages.
3) Conduct Towards Officials
Instructions from officials (Race Director, Race Control) must be followed immediately. Intentional disobedience leads to immediate disqualification.
Officials are listed in the event regulations, event info, or during the driver briefing.

**13.18 On-Track Behaviour**

1) Track Limits
The track is defined by the white boundary lines and the curbs. The standard iRacing rules and the "off-track" system apply. At least two wheels must remain on or within the track boundaries at all times, as long as part of the tyre still has contact with the track surface. Leaving the track is only allowed to avoid an incident. Cutting that results in a clear

advantage — such as gaining a position — will be penalised. Any special track-specific rules may be communicated during the driver briefing.

2) Behaviour on Track and in Battles
Car control and race awareness
Drivers are expected to maintain proper control of their car and have good awareness of their surroundings. If Race Control determines that a driver lacks adequate control or awareness, penalties up to and including disqualification may be issued during or after the race.

(1) Fair and Respectful Conduct
All participants must treat each other fairly and respectfully — this applies to both faster and slower drivers. Treat others the way you would want to be treated yourself.

(2) Overtaking
Blocking other cars during overtaking manoeuvres is prohibited.
If there is at least half a car-length of overlap on a straight or before a braking zone, both drivers must hold their lines.
If a driver attempts an overtake under braking but does not achieve at least half a car-length overlap on the inside before turn-in, the move must be abandoned. The car entering the corner must do so at a speed that allows it to stay on its intended line.
In a direct fight, one defensive move is allowed. A driver who returns to the racing line after defending off-line must leave at least one car width of space between their car and the edge of the track when approaching the corner.

(3) Lapping
The overtaking driver is responsible for completing the manoeuvre safely. If in doubt, the attempt must be delayed.
The lapped car may only leave the racing line if this is communicated early, clearly, and predictably for the approaching driver.

(4) Braking Points and Behaviour Under Braking
Every driver must choose braking points and speeds that avoid contact with the car ahead at all times.
Extra caution is required at race start and when conditions change.
During braking, the line must be held. Unnecessary or erratic braking points are forbidden.
Intentionally brake-checking another driver is strictly prohibited.

(5) Leaving the Track
If a driver leaves the track, they must rejoin safely and without hindering others. Careless re-joining will be penalised by Race Control.

(6) Overtaking Attempts and Defending
During an overtaking attempt, a safe distance to the car ahead must always be maintained.
Only one defensive move is allowed.
Any driving that could hinder or endanger others is prohibited.

(7) Multiple Weaving
Weaving down the straight to break the slipstream is forbidden. It is dangerous and goes against fair racing principles.

(8) Bump Drafting
Pushing the car ahead on a straight is not allowed. It increases the risk of accidents. A safe following distance must be maintained at all times.

(9) Qualifying
On the outlap, drivers must give space to cars on a timed lap.
The same applies to the inlap.
When exiting the pit lane, drivers must ensure they do not impede cars on a fast lap.

# Part 2 – Technical Regulations

## 2 Technical Provisions

### 2.1 General / Preamble

Anything not explicitly permitted by these regulations is prohibited. Allowed modifications must not result in prohibited changes or violations of the regulations.

### 2.2 Advertising on Driver Equipment / Competition Vehicles and Start Numbers

The current DMSB regulations for advertising on competition vehicles and start numbers in SimRacing must be followed (DMSB SimRacing Regulations 2026 – Circuit Racing).

Note: Any deviations from DMSB regulations require a special approval from the series organiser.

**2.3 Vehicle Templates**

Series-specific partners will be announced up to 10 days before the start of the event. The vehicle templates will be provided by the organiser as a download.
The series partners included on these templates must not be changed in position or size.

The organiser may update the mandatory sponsors shown on the vehicles at any time.
All teams are required to implement these changes and submit the updated vehicle templates by email within the given deadline.
Teams are obliged to follow these requirements and submit their final liveries on time.

**2.4 Vehicle Livery**

1) Vehicle liveries (paint skins) are managed through SimSync.
2) Each vehicle template includes instructions on how to use it. If you have any questions, feel free to contact us via email at dnls@vln.de
3) Teams may update their skins at any time. The team manager is responsible for submitting the final paint skin on time via email to dnls@vln.de
4) All submitted liveries will be checked by the organisation team and then released in SimSync.
5) Submission deadline for the first race
    (1) Vehicle liveries must be submitted by 06 December 2026, 18:00 CET, via email to dnls@vln.de
    The email subject must include the following information:
        - Vehicle class
        - Start number
        - Team name
    (2) Skins that cannot be clearly assigned or do not comply with the regulations will not be processed.
    Teams that do not submit a skin on time will receive a default livery.
6) Submission deadlines from the second race onwards
    (1) Vehicle liveries must be submitted no later than Monday, 18:00 CET before each event via email to dnls@vln.de
    (2) he email subject must again include: vehicle class, start number, team name.
    (3) Skins that cannot be assigned or do not meet the requirements will not be processed. Teams failing to submit their skin on time will receive a default livery.

**2.5 Guidelines for Vehicle Templates**

1) All number plates, series logos, and sponsor logos included in the vehicle template are mandatory and must remain clearly visible at all times. The required areas must be taken directly from the Mip-.tga file.
2) The template also contains placeholder areas where the organiser may place additional logos at any time.
3) All participants are required to implement any updates promptly and submit their final liveries on time.
4) The number plates, series logos, and sponsor logos provided by the organiser may not be altered in any way without written approval. This includes:
    (1) moving them
    (2) changing their size or proportions
    (3) covering them or reducing their visibility with other graphics
    (4) changing their colours
    (5) hiding or removing them — they must remain visible exactly as defined in the template.

**2.6 Own Logos / Custom Designs**

1) Custom logos and individual designs are allowed and expressly encouraged. However, the requirements listed in section 1.3.3 must be followed. Teams must have permission from the respective rights holders for any logos used. By placing a logo on the car, the driver confirms that all necessary approvals have been obtained.
2) In case of any infringement, the team manager is liable. The series organiser assumes no responsibility for potential claims from third parties. The organiser does not verify the legal validity of any submitted logos.
3) Designs or text containing political, pornographic, or xenophobic content are strictly prohibited and will result in exclusion from the series. Advertising for tobacco, e-cigarettes, alcohol, or weapons is also not permitted.

**2.7 Team-Specific Sponsors / Partners**

1) We offer the option to display each team's logo in the livestream. The required templates will be provided by the organiser as a downloadable file.

2) Example Onboard Image



3) The following conditions must be met:
   (1) The team must join the race server using its registered iRacing Team ID and start number.
   (2) The template must be saved and named correctly.

#### 2.7.1 Technical Requirements

1) Hardware
   Each driver must have suitable hardware that ensures smooth performance in the simulation, even with a full grid. A headset or microphone is required for voice communication, especially with Race Control.
2) Software and Settings
   Drivers must have both text and voice chat enabled in the simulation. These must remain active throughout the entire event to receive instructions from Race Control.
   Drivers are required to have a voice communication tool (TeamSpeak) installed and set up, as it may be needed for post-race interviews.
   If a driver misses important information because chat functions were not enabled, penalties may apply.
3) Connection to the Server
   Drivers must have a stable internet connection. It is each driver's responsibility to ensure their connection does not cause high latency, latency spikes, or pose a risk or obstruction to others.
   If a driver's connection proves unstable during an active session, Race Control may instruct the driver to leave the server. If the driver does not comply, they will be removed from the server and may face further penalties.
4) Technical Driver Settings
   Each driver is responsible for configuring their hardware and software in a way that allows smooth participation in the event.
   Incidents caused by incorrect or insufficient setup may result in warnings or penalties appropriate to the situation.

## 3 Software Regulations

### 3.1 General

In addition to the Technical Regulations set out in Part 2 of this document, the following software regulations also apply.

### 3.2 Software

Each driver is responsible for owning the simulation software used, as well as any required third-party software and the corresponding licenses.

### 3.3 Communication / Streaming – Zoom Meeting

1) TeamSpeak Communication
   Using the TeamSpeak VOIP communication system is mandatory for all participants. From the start of free practice onward, every driver who is on track in the car must be present in TeamSpeak
   (1) TeamSpeak Requirements
   All participants must use their real first and last name in TeamSpeak, with their start number placed in front of the name.
   Example: #14 Max Mustermann
   (2) Communication with all teams must be ensured at all times. Violations may result in a 30-second time penalty.
   (3) TeamSpeak Access Details
   Address: ts.simracing-deutschland.de
   Port: leave emptyeer lassen
   Password: abtabt
2) Discord Communication

(1) The DNLS uses the Simracing Deutschland Discord server. It is primarily intended for communication between teams and drivers. Although the series coordinators do not publish official documents on Discord, the useful-information channel will notify users when information has been sent out via email. Official documents are sent exclusively to team managers by email.
(2) Discord Link: https://discord.gg/NSb5tXJ

3) Streaming - Zoom-Meeting
(1) All active drivers are required to join the Zoom meeting provided by the organiser during qualifying and the race, and must transmit a continuous live video of themselves.
(2) Any investigation by Race Control can only be carried out based on this live video.
(3) All participants must remain muted throughout the meeting.
(4) All officials, participants, and team managers are strictly prohibited from recording the Zoom meeting or taking screenshots.
(5) By taking part, all participants agree that their live video may be used for the event livestream.
(6) Violations will generally result in a warning. If Race Control determines that a participant intentionally or repeatedly fails to provide a live video, a 10-second time penalty may be imposed.
(7) The following conditions must be met:
Name: Start number + driver name
Example: 00 Max Mustermann
Microphone: Muted

4) Chat and Communication Guidelines
(1) InGame Chat
From the start of the driver briefing, the chat ban (text/voice) must be respected.
Exceptions: Pass Left, Pass Right and Pit-In messages in the text chat.
(2) InGame Voice Chat
he in-game voice chat must be set up and activated.

### 3.4 Winners' Interview

Winner interviews are conducted exclusively via Zoom.

### 3.5 Computer System Requirements

Each simulator's computer must meet the minimum system requirements of the simulation in competitive mode (60 cars on track).

### 3.6 Approved Vehicles / Vehicle Class Changes

1) Vehicle Classes / Vehicles
(1) A Balance of Performance (BoP) is prepared on our behalf for each event.
(2) The BoP will be published in the briefing document no later than two days before the event.
(3) Adjustments to the BoP may be made until 08:00 on the event day.
(4) Short-notice changes introduced by the iRacing simulation — for example during Week 13 updates or similar patches — are exempt from this deadline.
(5) If a BoP cannot be provided due to a lack of data, the standard iRacing BoP applies.

| Vehicle class | Vehicle | Fuel in % | Power ADJ % | Additional weight in kg |
|---|---|---|---|---|
| **SP9** | Aston Martin Vantage GT3 EVO | 90 | 100 | 0 |
| | Audi R8 LMS EVO II GT3 | 90 | 100 | 0 |
| | BMW M4 GT3 EVO | 90 | 100 | 0 |
| | Lamborghini Huracán GT3 EVO | 90 | 100 | 0 |
| | Mercedes-AMG GT3 2020 | 90 | 100 | 0 |
| | Porsche 911 GT3 R (992) | 90 | 100 | 0 |
| | Ferrari 296 GT3 | 90 | 100 | 0 |
| | Ford Mustang GT3 | 90 | 100 | 0 |
| **PEETN** | Porsche 911 Cup (992.2) | 80 | 95,00 | 0 |
| **SP10** | Mercedes-AMG GT4 | 70 | 100,00 | 0 |
| | BMW M4 G82 GT4 | 70 | 100.00 | 0 |
| | Aston Martin Vantage GT4 | 70 | 100.00 | 0 |
| ***BMW M2*** | BMW M2 Racing (G87) | 70 | 100.00 | 0 |

2) Submitting Telemetry Data – SP9 and SP10 Classes
(1) Submission of Telemetry Data for the SP9 and SP10 Classes Prior to the First Event

All teams wishing to participate in the first event must complete a full fuel stint on the organizer's official iRacing servers between December 15 and December 17, 2026, and submit the corresponding telemetry data to the organizer via email using the download link provided.
The stint must be completed by a driver who will also be competing in the first event.
Teams that do not submit the required telemetry data by the deadline—no later than 8:00 a.m. on December 18, 2026—will not be eligible to compete in the first event.

(2) To verify performance data and ensure a fair and continuously adjusted BoP, all drivers in the SP9 and SP10 classes are required, after each race, to upload their locally stored telemetry data from qualifying and the race and send it via download link to dnls@vln.de

(3) By participating in the series, all drivers agree that the telemetry data they submit may be shared with an external service provider for analysis purposes.

(4) Telemetry data must be submitted no later than 12:00 a.m. on the respective event day.
A warning will be issued for the first violation. Starting with the second violation, the affected team must start the following race from the pit lane.

3) Changing Vehicle Class
Switching to a different vehicle class between races of the Digital Nürburgring Endurance Series is allowed. However, any points already earned cannot be transferred between classes. Final approval for a class change lies with the organizer.

4) Changing the Vehicle
A single (1) vehicle change within the same class is generally permitted after entry confirmation. A request for a vehicle change must be submitted in writing via email to dnls@vln.de no later than seven days before the next championship race. The request must include the reasons for the change. Final approval is at the discretion of the organizer.

5) Vehicle Setup and Car Settings
No restrictions.

## 4 Penalty Points & Penalty Point Account

Violations of the regulations – especially incidents on track caused by careless or reckless driving – may be penalized by Race Control with penalty points and additional sanctions such as starting from the pit lane or receiving a drive-through penalty. Any penalties that cannot be served will be applied at the team's next race.
All penalty points are collected in the team's Penalty Point Account (PPA). In the official results, they appear in two columns:
Penalties = penalty points received,
Account = current total of the Penalty Point Account.
When a team reaches 10 penalty points, it automatically receives a 30-second stop-and-go penalty for the next championship race, or as a time penalty after the final race of the season. The PPA is not reset after serving this penalty—points continue accumulating to 11, 12, and so on. The next automatic penalty is applied once the account reaches 20 points.
The PPA consists solely of penalty points collected during the races. Points can only be reduced as described below.
Reduction of penalty points:
Penalty points are reset to zero only after the season has ended. Open penalties are excluded from this reset.

## 5 Severability Clause

If any provision of these regulations is or becomes unenforceable, this shall not affect the validity of the remaining provisions. The same applies if any part of the regulations is found to contain a gap or omission.

Only the German version of this document is binding!