# Official Rulebook of the 24h NBR 2025


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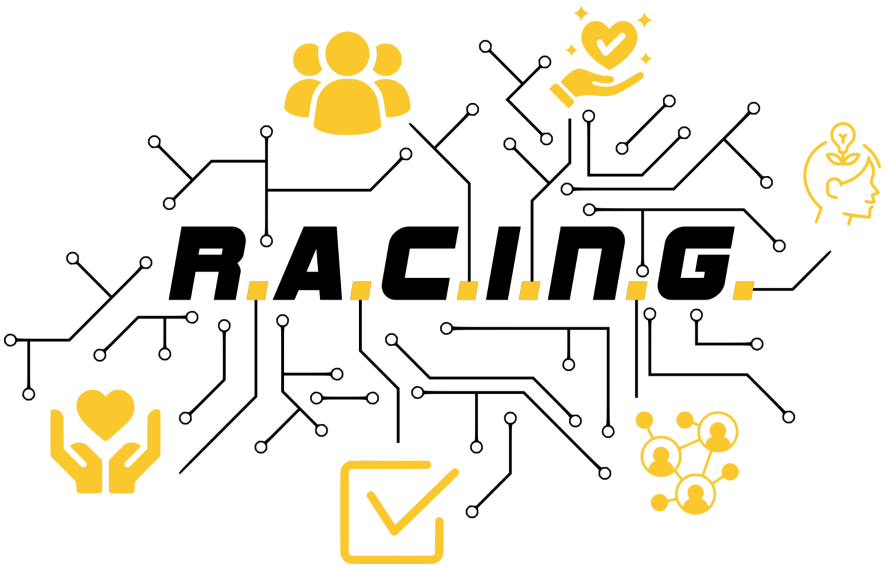
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# Preamble

**This rulebook governs the conduct of the Sim2Real - 24h Nürburgring 2025 event and establishes the framework for the rules applicable both on and off the track. Compliance with these regulations will be overseen by a race commission, which will impose penalties for any violations.**

**All participants in the event are expected to treat fellow competitors, members of the race commission, race management, and other involved third parties with the utmost respect. Officials, participants, and supporters are required to embrace diverse opinions and engage in courteous communication. In instances where irreconcilable differences arise between parties, mediation services are offered by the CEOs of Sim2Real. Nevertheless, the primary point of contact for such matters remains the race management (see §8, para. 8.1).**

**Any form of insult or harassment, whether public or private, directed towards any party will not be tolerated by the organizer. Such behavior may result in exclusion and a permanent ban from the Discord server and future events organized by the promoter.**



# §1 - General

### 1.1 General Information

Any team that has submitted a complete entry according to the announcement and paid the entry fee is eligible to participate. The primary communication platform for the championship is the event area on Discord. Each driver is required to register on the organizer's Discord with their real name. The use of a serious real name within the simulation and on Discord is mandatory. Names like "Flexi Hartmann" or "Gernhart Reinholzen" are prohibited and will not be allowed to race. It is possible to race under a pseudonym upon written request to the race management via {#create-ticket}. The race management must know the real name of each driver.

### 1.2 Schedule

***THURSDAY, 13.11.2025***

| | | | |
|---|---|---|---|
| Driver Briefing | 24hNBR | 19:00 | 30 min |
| Night Practice | 24hNBR | 19:30 | 240 min |

***FRIDAY, 14.11.2025***

| | | | |
|---|---|---|---|
| Free Practice | 24hNBR | 18:00 | |
| Pit Light RED | | 18:50 | |
| Qualifying | 24hNBR | 19:00 | 45 min |
| Qualifying | NBR Classic | 20:15 | 30 min |
| Top30 Qualifying | 24hNBR | 21:15 | 60 min |

***SATURDAY, 15.11.2025***

| | | | |
|---|---|---|---|
| Warm-Up | NBR Classic | 10:30 | 30 min |
| Formation Lap | NBR Classic | 11:15 | |
| Race | NBR Classic | 11:30 | 144 min |
| Warm-Up | 24hNBR | 14:30 | |
| Pit Light RED | | 15:00 | |
| Formation Lap | 24hNBR | 15:15 | |
| Race | 24hNBR | 15:30 | 1440 min |

***SUNDAY, 16.11.2025***

| | | | |
|---|---|---|---|
| Finish | 24hNBR | 15:40 | |
| Interviews | 24hNBR | 15:50 | |

### 1.3 Driver Briefing

The driver briefing takes place at the time specified in the event schedule in the briefing channel of the Sim2Real Discord. Organizational issues are explained as needed:

- Event specifics
- Special rules applicable to the specific race
- Start procedures
- Flag signals
- Race interruption/cancellation
- Behavior rules

**Attendance is mandatory for EVERY driver**. In case of inability to attend, it is the driver's duty to notify the race management in advance with a valid reason why not to participate { #create-ticket }.

### 1.4 Server Settings / Technical Specifics

Event-related server settings and technical restrictions (BoP, use of electronic aids, etc.) will be communicated by the race management via bulletins before the event starts and can be changed during the event if necessary.
Every driver must ensure their internet connection is stable and has no fluctuating latencies during the race. If this is not the case, the race management will inform the driver once and request to fix the problem. If the issue persists, the car must be parked for safety reasons.

### 1.5 Official Sessions

Each session listed in the schedule is an official session. The rules must be followed at all times during these sessions. A session is only considered finished when the server transitions to the next one, not when the checkered flag falls.

### 1.6 Third Party Tools

External programs or data that alter the simulation functions (except for ACC Drive) to gain a competitive advantage are not allowed. Violators will receive a permanent ban from all areas of the Sim2Real community. The incident may also be reported to third parties such as software developers and other communities. If the use of such software cannot be directly proven from files but is evident from video evidence, such video will be sufficient proof. Reports from other drivers will be handled, and proactive checks will be conducted. Tools like MoTeC, which provide information but no performance advantage, are permitted.

### 1.7 Flag Signals

The following flags are used:

- **Green Flag:** Hazard cleared, free track / race start
- **Yellow Flag:** Danger! Absolute overtaking ban in the hazard zone. Every driver must adjust their speed to avoid collisions.
- **Blue Flag:** A faster car is about to lap; let it pass at the first opportunity.
- **White Flag:** Caution, a slow-moving vehicle is on the track.

# §2 Registration

**2.1 Registration**
Registration for the event is done by submitting an entry on The SimGrid:
***24hNBR*** - https://www.thesimgrid.com/championships/13322

Confirmation and approval of the vehicle occur after the entry fee is received, which depends on the chosen vehicle class:

- Entry fee SP9: $ 20.00 (per vehicle)
- Entry fee SPX/CUP2: $ 16.00
- Entry fee SP10: $ 14.00
- Entry fee CUP5: $ 12.00
- Entry fee Classic: $ 0.00

Sponsors can exercise their right to pre-register by sending a PM to the race management, specifying their real name, vehicle class, make (complete model designation), and starting number.

**2.2 Waiting List and Withdrawal**
If all starting spots in a class are already taken, the team can be placed on the waiting list. A withdrawal with a refund of the entry fee is possible until 31.10.2025; after that, the claim expires. Teams must withdraw before the event if they cannot participate. Failure to do so may result in exclusion from future events by the organizer.

**2.3 Permit**
To participate in the 24hNBR 2025 event, each driver needs a driver permit according to the chosen vehicle class. The details for obtaining the permit can be found on Discord under { #permit }.

- SP9: Racing License + Permit-NOS-SP9
- SPX: Racing License + Permit-NOS-SPX
- CUP2: Racing License + Permit-NOS-CUP2
- SP10: Racing License + Permit-NOS-SP10
- CUP5: Racing License + Permit-NOS-CUP5
- Classic - no License

**2.4 Exclusion of Drivers**
If the race management has concerns about the participation of a particular driver (or team), they can summon them for clarification and/or exclude them from the event. Use of external programs or data altering the simulation functions for a competitive advantage will result in a permanent ban from all areas of the Sim2Real community. The incident may be reported to third parties such as software developers and other communities. If such software use is evident from video evidence, such video will be sufficient proof. Reports from other drivers will be handled, and proactive checks will be conducted. Tools like MoTeC, which provide information but no performance advantage, are permitted.

# §3 - 24hNBR 2024

**3.1 Vehicles and Track**

All vehicles available for selection on SimGrid within the individual classes are permitted. The current version of the 24h variant of the Nürburgring will be driven, and the weather will be dynamically simulated.
Start numbers must be chosen according to the overview, with the end number X01 reserved for the reigning class champion and therefore cannot be selected.

- SP9: 100-199
- SPX: 200-299
- CUP2: 300-399
- SP10: 400-499
- CUP5: 500-599

**3.2 Teams**

The event is designed for endurance teams, meaning a vehicle can be manned by two to a maximum of five drivers. During sessions, only three drivers are allowed to be connected simultaneously due to Kunos' server connection limitations. The organizer reserves the right to modify this limitation during the event if necessary. If a team ignores this, it will be penalized with a SG30. In case of repetition, the team will be disqualified.

**3.3 Sessions**

Each session listed here is an official part of the event:

- Briefing
- Night Practice (each driver has to do at least 3 laps)
- Warm-Up
- Qualifying
- Top30 Qualifying
- Race

After the checkered flag falls in these sessions, every vehicle must complete a full in-lap over the Grand Prix track and return to its pit spot under its own power. Violations will be penalized with a 65-second time penalty after the race; in training sessions and qualifying, starting position penalties (+10 positions) will be imposed. An ESC and subsequent exit from the box will result in the cancellation of all lap times and starting from the pit lane.

### 3.4 Vehicle and Livery

With the submission of the entry, the vehicle selection is also to be made. After confirmation of the entry, a change of vehicle within the class must be communicated to the race management by ticket. Changing the vehicle class is only possible if there are still starting places available in the desired class and only up to ten days before the event starts. Each team has the option to submit a custom livery, the specifications of which are outlined in Appendix A of the rules. Liveries not meeting these requirements will be rejected by the technical commission.

### 3.5 Qualifying

The qualifying session will be held in a multiclass format, meaning all vehicles will be on the track simultaneously. Blue flags must be strictly observed. If a faster vehicle approaches another car that is also on a valid lap, it must not be hindered or pressured. This rule applies across all classes. Violations can be reported to the race commission.

At the end of this session, the 25 fastest vehicles, along with the overall winners of Sighting Races II and III and the WES Race at Nürburgring, will earn a spot in the Top 30 qualifying, where they will compete for their final starting positions. All other vehicles will be positioned on the grid based on their best lap time from the qualifying session.

In the Top 30 qualifying, all 30 vehicles will start one by one from the start/finish straight, with a 10-second interval, and complete a warm-up lap around the full circuit. They will then have the opportunity to complete **ONE timed lap**, to determine their starting position for the race. If a driver fails to set a valid lap time, they will start from the 30th position. If multiple drivers fail to set valid times, their grid positions will be determined based on their previous qualifying lap times, placing them at the end of the Top 30 teams.

### 3.6 Start Procedure

The race start is divided into two starting groups. Vehicles in classes SP9, SPX, and CUP2 form "Starting Group I," while vehicles in classes SP10 and CUP5 form "Starting Group II." Vehicles without a valid qualifying time must start from the pit lane and may only leave it after the last vehicle of their respective starting group has passed the pit exit.

Two intervention cars will be used for this purpose. They will lead each starting group in a single file around the track for one full lap. Overtaking is prohibited during the formation lap. If a vehicle spins during the formation lap, it must let its entire starting group pass and start the race from the last position in its group. The maximum distance to the vehicle in front should not exceed five car lengths.

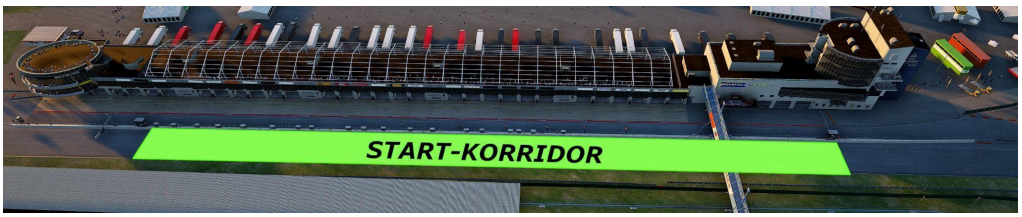
From the "Antoniusbuche" bridge, the double file formation will begin. The leader positions on the right side in the direction of travel. In double file, weaving and unnecessary slowing or accelerating to warm up tires is prohibited. The distance to the vehicle in front should be kept at about one car length. The second-placed vehicle positions half a car length behind the leader on the left side, maintaining the one-car-length distance for the vehicles behind.

After the safety car pulls into the pit lane, it is up to the leader to guide the field to the start at a speed of 70 km/h. All vehicles behind must maintain a constant distance of approximately one car length from the vehicle in front. They are not allowed to overtake the vehicle positioned and driving offset in front of them and must remain within a speed range of 60-80 km/h.

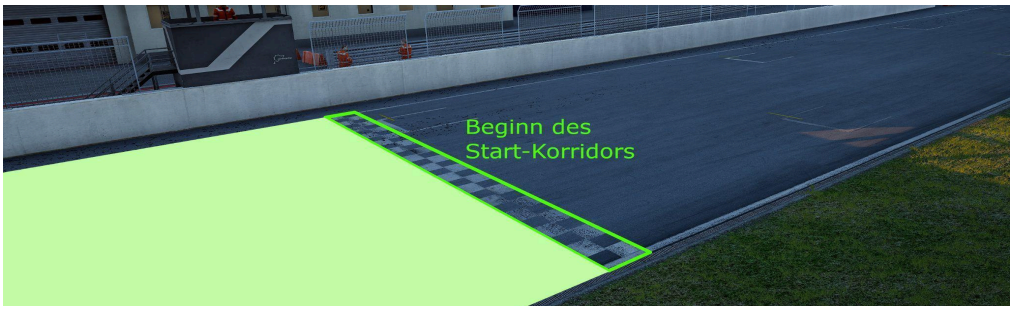
For Starting Group I the start will be signaled by the green light in ACC. On the approach to the race start, each vehicle must drive through its starting corridor (left/right row of starting boxes) and may only pull out after the race has been released.

In the second starting group, a similar procedure is applied. Once the intervention car has turned into the pit lane, it is up to the leader, who positions themselves on the right side in the direction of travel, to initiate the start. This can occur at any point within the starting corridor (see next page).

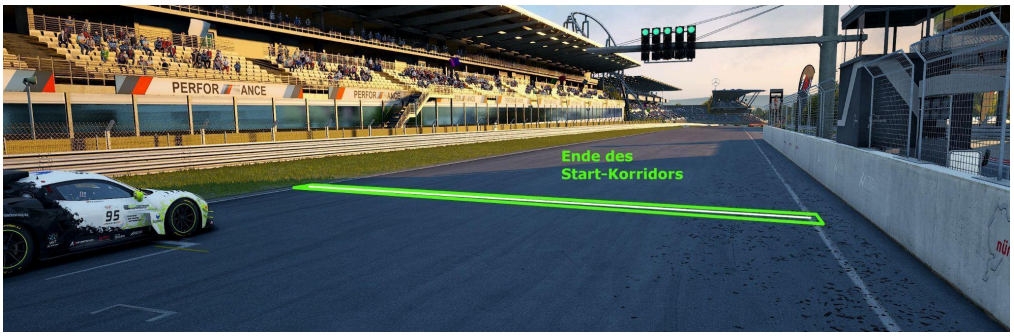
**Start Corridor:**




Beginning: Checkered start-finish line at the Ravenol Center




End: White timing line below the traffic light




**3.7 Server**

- **Pre-Race Wait Time:** 5 minutes
- **Pit Stop:** 20 mandatory stops (refueling, with fixed refueling time)
- **Driving Aids:** Stability control/ideal line - disabled;
  pit limiter/lights/wipers/engine start - manual
- **BoP:** https://sim2real.simdesk.eu/bop/overview?track=nurburgring_24h
- Weather conditions are unpredictable, with both rain and varying temperatures possible.

# §4 - NBR Classic

### 4.1 Vehicles and Track

All vehicles available for selection in SimGrid within the individual classes are permitted. The 24-hour variant of the Nürburgring will be driven, and the weather conditions will be dry.
Starting numbers are to be chosen according to the overview, with the end number X01 reserved for the reigning class champion and therefore cannot be chosen.

**Division I [100-199]**

- Audi 200 quattro
- BMW 320 Gr.5
- BMW M1
- Ford Mustang GT DTM
- Mercedes-Benz 190 Evo II Class 1
- Porsche 934 RSR
- Porsche 964 Carrera RSR
- Porsche 968 turbo RS

**Division II [200-299]**

- Alfa Romeo 75
- Alfa Romeo GTV6
- BMW 635 CSi
- BMW M3 E30 Evo
- BMW M5 CSL E28
- Ford Sierra RS500
- Mercedes 190 2.5 Evo 1
- Volvo 240 turbo

**Division III [300-399]**

- BMW E30 318is
- Ford Fiesta XR2i
- Honda Civic
- Honda CRX
- Opel Astra GSi
- Opel Kadett GSi
- Opel Manta B i200
- Peugeot 205 GTi
- Peugeot 306 S16
- Renault Clio 16V
- VW Scirocco II 16V

**CUP [400-499]**

- Porsche 944 turbo Cup

**Touring Classics [500-599]**

- Alfa Romeo GTAm
- BMW 2002 tii
- Datsun 510
- Ford Escort RS1600
- Mazda RX-3

### 4.2 Teams

The event is designed for endurance teams, meaning one vehicle can be occupied by one to a maximum of three drivers.

### 4.3 Sessions

The Briefing (Discord), the Qualifying and the Race are an official part of the event.

After the checkered flag in these sessions, each vehicle must complete a full in-lap over the Grand Prix track and return to its pit box under its own power. Violations will be penalized with a 65-second time penalty after the race.

### 4.4 Vehicle and Livery

Upon submission of the entry, the vehicle choice must also be made. To sign up please use the following link:
https://ac.sim2real.eu/championship/8804597f-fc88-4a1d-b409-5fa73c3ec646/sign-up?server=3

Each team has the option to submit a custom livery, the requirements for which can be found in Appendix B of the regulations. Liveries that do not meet these requirements will be rejected by the technical commission.

### 4.5 Qualifying

Qualifying will be held in a multiclass format, meaning all vehicles will be on the track simultaneously. Blue flags must be observed, and if a faster vehicle approaches another vehicle that is also on a valid lap, it must not be hindered or pressured. Violations can be reported to the race commission.

### 4.6 Start Procedure

The race start is divided into two starting groups. Vehicles of Division I and II, as well as CUP vehicles, form "Start Group I," while vehicles of Division III and Touring Classics form "Start Group II." Vehicles that could not set a valid qualifying time must start the race from the end of their starting group.

Two intervention cars will be used for this purpose. They will lead each starting group in a single file around the track for one full lap. Overtaking is prohibited during the formation lap. If a vehicle spins during the formation lap, it must let its entire starting group pass and start the race from the last position in its group. The maximum distance to the vehicle in front should not exceed five car lengths.

From the "Antoniusbuche" bridge, the double file formation will begin. The leader positions on the right side in the direction of travel. In double file, weaving and unnecessary slowing or accelerating to warm up tires is prohibited. The distance to the vehicle in front should be kept at about one car length. The second-placed vehicle positions half a car length behind the leader on the left side, maintaining the one-car-length distance for the vehicles behind.

Once the intervention car enters the pit, the leader must guide the field at about 70 km/h to the start-finish straight, with all vehicles passing through their start corridor. Vehicles must maintain their distance to the vehicle ahead and beside them. It is then up to the leader of the starting group to release the race by accelerating. This release must occur within the start corridor.

**Start Corridor:**

- Beginning: Checkered start-finish line at the Ravenol Center
- End: White timing line below the traffic light

### 4.7 Server

- **Pre-Race Wait Time:** 5 minutes
- **Pit Stop:** 2 mandatory stops (long stop 210 seconds)
- **Weather:** Dry, slightly variable track conditions

## §5 Behavior on the Track

### 5.1 General Behavior

Drivers must always use the track. To avoid confusion: the white lines that mark the track boundaries are part of the track, but the curbs are not. If a vehicle leaves the track, it must ensure that no other driver is hindered and that no advantage is gained when returning. The track is considered to be left if no part of the vehicle is in contact with it.
Repeated serious mistakes or obvious deficiencies in vehicle control (e.g., repeated leaving the track) can be reported to the race stewards and may result in penalties, including exclusion from the championship. It is not allowed to drive a vehicle unnecessarily slowly, unpredictably, or in any other dangerous manner.
When a yellow flag is waved, caution must be increased. It must always be possible to avoid a dangerous situation. If contact occurs due to inappropriate speed, it can be considered ramming and penalized accordingly. A damaged, slow vehicle must stay at the edge of the track on its way to the pit lane, keeping the racing line clear.
In all sessions, using the escape button outside the pit area is prohibited. If it must be used outside, it must be reported to race management in advance. If the escape button is used during qualifying, the vehicle may not leave the pit afterwards. Violation of this rule will result in the annulment of all lap times.

### 5.2 Overtaking, Vehicle Control, and Track Limits

Overtaking is allowed on both the left and right sides as circumstances allow. The track must not be left intentionally and without justified reason. On any straight, more than one change of line to defend position is not allowed. Any driver returning to the racing line after defending their position must leave a vehicle width of space to the edge of the track when approaching the next corner.
Manoeuvres that hinder other drivers, such as deliberately pushing a vehicle beyond the track limits or any abnormal line changes, are strictly prohibited.

### 5.3 Lapping Slower Vehicles

A vehicle driving alone may use the full width of the track. When a faster vehicle approaches from behind to lap, the slower vehicle must allow it to pass at the first opportunity. The faster vehicle will be indicated to the slower driver by blue flags. Ignoring blue flags may lead to penalties by the race stewards.
Both the "lapping" driver and the "lapped" driver are responsible for a safe lapping manoeuvre. If the faster driver cannot lap the slower driver without endangering them, they must wait for a safer opportunity. Any driver who endangers another vehicle, pressures it, or causes an accident can be reported to the race stewards.

The lapped driver should, if possible, use a straight to briefly lift off the throttle off the racing line. In corners, the line can be cleared. These rules also apply when the slower driver is in a battle for position, as long as they are not side by side with their opponent. In this case, the faster driver must wait. However, at the first opportunity, the faster driver must be allowed to pass, interrupting the battle.
If a driver wishes to un-lap themselves because they are seemingly faster than the driver who lapped them, the leading driver must allow this. After the manoeuvre, the driver has one lap to move out of the one-second blue flag window. If they fail, they must fall back again. The lapped driver is advised to indicate to the lapping vehicle by activating the indicator, showing which line they will choose. If the faster vehicle catches a slower vehicle in a corner, the slower vehicle can indicate their chosen line from the middle of the corner. If a collision occurs despite the indicator being used from the middle of the corner, the faster vehicle is always at fault.

## 5.4 Pit Stops

### 5.4.1 Definition of Pit Sections

The part of the track leading from the track to the pit lane is called the "pit entry." A white line separates the pit entry and the track. The "pit lane" starts at the white line indicating the beginning of the speed limit and ends at the white line indicating the end of the speed limit. The "pit" is the area assigned to each driver by the simulation, marked by a red rectangle on the ground. The part of the track leading from the pit lane to the track is called the "pit exit." A white line separates the pit exit and the track.

### 5.4.2 Entering the Pit Lane

Entry to the pit lane is only permitted through the pit entry. Any driver wishing to enter the pit lane is responsible for ensuring that no other driver is endangered. Except in cases of force majeure (as accepted by the race stewards), crossing the white line at the pit entry in any direction is prohibited. The line is considered crossed if any part of the vehicle touches the line.

### 5.4.3 Behavior in the Pit Lane

The speed limiter must be used in all sessions (practice, qualifying, race) when entering the pit lane. Each driver is responsible for knowing how to use the speed limiter. The vehicle must drive in the "fast lane" and may only move into the "working lane" shortly before its pit stop, and the same applies when leaving the pit stop. Violations will be penalized with a 5-second time penalty.

A driver may stay in their pit for as long as they wish. If a driver no longer wishes to participate in the race, they must reset their vehicle using the escape button (or the assigned button), even if the vehicle is already in the pit.

### 5.4.4 Exiting the Pit Lane

Except in cases of force majeure (as accepted by the race stewards), crossing the white line at the pit exit is prohibited. The line is considered to have been crossed if any part of the vehicle touches it.

## §6 Scoring

Points are awarded to each vehicle that crosses the finish line at the end of the race session and has completed at least 70% of the distance covered by the class leader. The top finishers in each class will receive a trophy, and additional prizes will be raffled among all participants.

## §7 Championship Officials

### 7.1 Race Management

- Morten Kristian Angstmann
- Alexander Heim
- Herbert Weynand [Deputy]
- Ralf Kettern

### 7.2 Race Stewards

- Michael Steinbeck [Head Steward]
- Matze Lyko [Deputy Head Steward]
- Tobias Marpert [Deputy Head Steward]
- Fabian Eulitz
- Robert Gander
- Marc André Stoltenberg
- André Dworacek
- Tim Stelling
- Leon Wolters
- Réné Pintaske

### 7.3 Technical Committee

- Fabian Eulitz
- Morten Kristian Angstmann

# §8 – Stewarding

### 8.1 Reporting Incidents

a) Incidents may only be reported by a driver from the team directly involved in the incident. Additionally, race stewards and race management are authorized to report collisions and rule violations.

b) Incidents must be submitted exclusively through the report form specified in Discord.

c) The race commission reserves the right to call the affected drivers for clarification of the situation regarding a reported incident.

d) An incident must be reported to the race commission within 120 minutes of its occurrence; after this period, the report will be discarded.

e) Regardless of the outcome of the race commission's decision, it is final. If a team disagrees with the race commission’s decision, it may appeal to the race management via the ticketing system.

f) Every driver should read and understand the rulebook, including appendices, before reporting an incident.

g) Reports that do not adhere to the required format will be dismissed by the race commission.

h) Insults directed at the race commission or race management in any form (Discord channels, streams, etc.) will result in exclusion from all series organized by the promoter.

i) Insults against opponents and teams in any public or private chats will not be tolerated. If reported to race management with evidence, such behavior may result in disqualification. Additionally, such behavior may lead to exclusion from the series and all future events organized by the promoter.

### 8.2 Penalty Catalog

The following penalties may be imposed by the race commission:

| Value | | Penalty |
|---|---|---|
| P00 | \| | No Penalty / Acquittal |
| P01 | \| | Written Warning |
| P02 | \| | 5-Second Time Penalty |
| P02a | \| | 5-Second Time Penalty + Written Warning |
| P03 | \| | 15-Second Time Penalty |
| P03a | \| | 15-Second Time Penalty + Written Warning |
| P04 | \| | Drive-Through Penalty |
| P04a | \| | Drive-Through Penalty + Written Warning |
| P05 | \| | Stop-and-Go 30 Seconds |
| P05a | \| | Stop-and-Go 30 Seconds + Written Warning |
| P06 | \| | Stop-and-Go 150 Seconds |
| P06a | \| | Stop-and-Go 150 Seconds + Written Warning |
| P07 | \| | Stop-and-Go 300 Seconds |
| P07a | \| | Stop-and-Go 300 Seconds + Written Warning |
| P08 | \| | Disqualification |
| P09 | \| | Exclusion from All Sim2Real Events |
| | | |
| PQ01 | \| | Written Warning |
| PQ02 | \| | 5 Position Grid-Penalty |
| PQ03 | \| | 10 Position Grid-Penalty |
| PQ04 | \| | Disqualification (Start from Pit Lane) |

For explanations regarding the classification of on-track misconduct and behavior towards officials, refer to Appendix C ("Guideline").

## §9 Severability Clause & Clarification Questions

a) If any rule within this rulebook, including its appendices, becomes unusable, inapplicable, or invalid for any reason, all other rules remain unaffected.

b) In special cases, the race management may, in consultation with the administrators, make decisions outside the rulebook or amend it. Any rule changes must be communicated to all participants via the primary communication platform.

c) If a participant does not understand any part of this rulebook, including its appendices, or has questions about it, they should seek clarification from a member of the race management or race commission. Any changes to the existing rulebook will be announced via a bulletin on Discord.

d) By submitting an entry, the submitter confirms that all drivers and team officials have read and understood the rulebook and agree to abide by the rules stated therein. In the event of non-compliance, individual participants or the entire team may be excluded from the series.