

DMSB

Framework tender for circuit series in motor racing

(As of 19.02.2025)

Name of the series:

Historic Championship '65

DMSB Permit Number:

145/25

Series/Events Status: National A

The Drivers' Association of Historic Racing in the ADAC (hereinafter referred to as FHR) is announcing a racing series for historic touring cars, Grand Turismo and two-seater racing sports cars in accordance with Appendix K. The series is called **the Historic Championship '65** and is advertised and held as a national racing series. FHR hands over the organisation and staging of the Historic Championship '65 series to HISTORIC RACE EVENTS GmbH, hereinafter referred to as HRE.

Historic Championship '65 is part of the German Historic Automobile Racing Championship (DHAM).

Tenderer/organization: Drivers' Association of Historic Racing in the ADAC
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Part 1 Sporting Regulations

1. Introduction

The Historic Championship '65 will be conducted in accordance with the provisions of the International Sports Law and its annexes (the Act), the FIA's General Regulations for Circuit Racing and the DMSB's National Competition Regulations. It will be held in accordance with the Competition Regulations and the Technical Regulations of the Series, with the Technical Regulations being in accordance with the safety regulations of the FIA's Appendix K.

The competitions will be held in accordance with the event and circuit regulations of the DMSB, unless otherwise specified below or in the respective event announcement.

2. Organization

2.1 Details of the titles and predicates of the series

Historic Race Events GmbH (hereinafter referred to as the series tenderer) is announcing the Historic Championship '65 for the year 2024.

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/Permit Number

The advertised series with the present sporting and technical regulations is approved by the German Motor Sport Federation with date 19.02.2025 under Reg. No.: 145/25.

2.4 Name of the organizer/promoter, contact details (permanent office)

Organizer:

Drivers' Association Historischer Rennsport e.V.
Karlstraße 91A, 53604 Bad Honnef, Germany
Phone: +49 (0) 2224 – 98 199 04, Fax +49 (0) 2224 – 98 199 05
Email: info@fhr-online.de

Organisation:

Historic Race Events GmbH
Karlstraße 91A, 53604 Bad Honnef, Germany
Fon: +49 (0) 2224 – 98 199 04, Fax +49 (0) 2224 – 98 199 05
E-Mail: thier@historic-race-events.com
Email: pianka@historic-race-events.com

2.5 Composition of the Organising Committee

Michael Thier
Ricarda Pianka
Jörg Hennig (track announcer)

2.6 List of officials (permanent marshals) (see also the respective event announcement)

Alfred Schmitz (Race-Director) – SPA1100457
Christian Schleicher (Technical Commissioner) – SPA1078852
Thomas Volkmann (Technical Commissioner) – SPA1124169
Franz Parfant (Technical Commissioner) – KNAF10833
Ricarda Pianka (Event Secretary) – SPA1096904
Anna Weil (Event Secretary)

3. Provisions and legal bases of the series

This series is subject to the following provisions:

- FIA International Sports Act (ISG) with Annexes
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB License Terms
- Legal and Procedural Rules of the DMSB (RuVO)
- FIA Legal and Procedural Rules
- Resolutions and Regulations of the DMSB
- Environmental guidelines of the DMSB
- Anti-Doping Rules of the National and International Anti-Doping Agency (WADA/NADA Code) and the FIA's anti-doping regulations
- Sporting and Technical Regulations of this series with the amendments and additions approved by the DMSB (Bulletins)
- Announcements of events with possible changes and additions (bulletins)
- the FIA's Code of Ethics and Code of Conduct and the DMSB's Code of Ethics
- the other provisions of the FIA and the DMSB

3.1 Official language

German

Only the German regulations approved by the DMSB are binding.

3.2 Responsibility, changes to the announcement, cancellation of the event

- (1) The participants (= applicants, drivers, passengers, motor vehicle owners and keepers) participate in the event at their own risk. They are solely responsible under civil and criminal law for any damage caused by them or the vehicle they use, unless an exclusion of liability is agreed under this tender.
- (2) In principle, the invitation to tender may only be amended by the approving body. From the beginning of the event, changes in the form of bulletins can only be made by the sports commissioners of the event, but only if necessary for reasons of safety and/or force majeure or due to official orders, or if the information contained in the announcement regarding course length, race duration, number of laps and sports administrator or obvious errors in the announcement concerns.

- (3) The organizer reserves the right to cancel or postpone the event or individual competitions for the aforementioned reasons, subject to the approval of the respective ASN and the FIA, if the calendar is concerned, claims for damages or performance are excluded in this case.

4. Entries

4.1 Enrolments/Entry Dates, Entry Deadline and Obligation to Participate

Applicants and drivers can apply for admission to the Historic Championship '65 using the registration form issued.

The fully completed and signed enrolment form must be sent to the following address by 1 March 2025:

Historic Race Events GmbH
Karlstraße 91A
53604 AFTER Honef

The serial tenderer reserves the right to accept applications received at a later date. With the registration, applicants and drivers instruct and authorize the series tenderer to submit entries on his behalf for the events at which ranked races for the Historic Championship '65 are carried out (block entry).

The series organizer reserves the right not to hold the series if there are fewer than 18 registered participants.

4.1.1 Entries/Entry Deadline

All entries are binding from the entry deadline. Cancellations by the participants, [if less than two weeks before the event](#), the entry fee must be paid in full.

4.2 Entry fee for the season

The registration fee/entry fee as well as any deposit are due according to the registration. The registration fee for the season is:

Per driver 390,00 Euro incl. 19% VAT

The completed entry form must be sent to Historic Race Events GmbH, online registration via the series homepage is also possible. The fee for the serial registration includes proportional costs of the organization, support of the participants, circulars, shipping costs as well as trophies and honorary prizes at the annual award ceremony.

An entry fee refund (minus € 100,-- processing fee) is only possible until the entry deadline, after which the full entry fee is due.

(The right to withdraw from the entry agreement (entry fee refund) is regulated in the DMSB Event Regulations Art. 13).

Accepted participants will receive a written confirmation of enrollment by e-mail. The serial tenderer reserves the right to reject enrolments with reasons given.

4.3 Start numbers

The participants will receive permanent start numbers for the entire season from the series tenderer. Guest teams will be assigned starting numbers.

5. Licenses

5.1 Required License Levels

a) Driver

Only for drivers with a power-to-weight ratio >3.00 kg/hp

(See Part 2, Article 1.1 Overview of the advertised groups/classes)

Drivers must be in possession of a DMSB International Applicant and Driver Licence valid for the year 2024 or another ASN affiliated with the FIA, with the following levels:

International License Level A (ITA)

International License Level B (ITB)

International License Level C-Circuit (ITC-C)

International License Level D-Circuit (ITD-C)

International License C/D Historic (only for vehicles according to Annex K)

Drivers must be in possession of a National Applicant and Driver Licence from the DMSB or another ASN affiliated to the FIA valid for the year 2024, with the level:

National License Level A

Only for drivers with vehicles with a power-to-weight ratio <3.00 kg/hp

(See Part 2, Article 1.1 Overview of the advertised groups/classes)

Drivers must be in possession of a DMSB International Applicant and Driver Licence valid for the year 2024 or another ASN affiliated with the FIA, with the following levels:

International License Level A (ITA)

International License Level B (ITB)

International License Level C-Circuit (ITC-C)

International License C/D Historic (only for vehicles according to Annex K)

b) Applicants

Applicants who enrol with the driver must have a company or club applicant licence from the DMSB or another ASN affiliated with the FIA for the year 2024 and have paid the registration fee.

c) DMSB-Sponsor-Card

Sponsors or namesakes who want to be named in addition to the driver's name in the official part of the programme as well as entry, starter and result lists, without simultaneously taking on the function of an applicant, can achieve this by purchasing a "DMSB Sponsor Card for Companies, Clubs, Teams".

d) Guest drivers

The Historic Championship '65 can accommodate guest drivers with a valid

International or National Applicant and/or Driver Licence in accordance with Art. 5.1 to the ranked runs. If they meet the conditions of the series announcement as well as the announcement for the respective event, they can participate outside the points and prize money ranking. The registered participants have priority starting rights.

Special provisions/regulations for guest starters

not applicable

e) Altersregelung

in accordance with the valid DMSB license conditions

5.2 Conditions for applicants outside their national territory

For events with National A status, DMSB licensees as well as licensees of another ASN affiliated to the FIA are eligible to participate and receive points for this series.

For all events, foreign applicants/drivers need the approval of their own ASN. This foreign start permit must be presented by the applicant/driver in German or English when the documents are accepted.

6. Insurance; Disclaimer and Waiver

6.1 Insurance of the organizer/promoter

in accordance with DMSB Event Regulations

6.2 Declarations by applicant, driver and co-driver (= participant) on the exclusion of liability, waiver of the vehicle owner

in accordance with DMSB Event Regulations

7. Events

7.1 Series-Term Calendar

Veranstaltung	Datum Von	bis	Strecke	Land
Preis der Stadt Stuttgart	11.04.2025	13.04.2025	Hockenheimring	DE
SPA Summer Classic 2025	25.04.2025	27.04.2025	SPA Francorchamps	BE
Nürburgring Classic	13.06.2025	15.06.2025	Nürburgring Grand-Prix	DE
Historic Grand Prix Zolder	18.07.2025	20.07.2025	Zolder	BE
52. Belmot Oldtimer Grand Prix	01.08.2025	03.08.2025	Nürburgring Grand-Prix	DE
SPA SIX HOURS	25.09.2025	27.09.2025	SPA Francorchamps	BE

7.2 Maximum number of vehicles allowed

The maximum number of vehicles permitted is defined in the respective track licence and is regulated in the individual event announcements.

7.3 Implementation of the competitions

a) Training N/A

b) Qualification

One or two timed qualifications of a total of at least 20 minutes are planned per event. The best result from both qualifications will be used for the starting grid.

c) Startart

The races will start with a rolling start (Indianapolis start)

d) Ranked races

The ranked runs last at least 20 minutes. Up to three ranked races will be held per event. The finish line applies both on the track and in the pit lane.

The last ranked race is relevant for points for all championships.

e) Grid

Cars will be lined up for the start of the first race per event according to the best result from the first and second qualifying. If the team participates in only one qualifying, this result will apply. The starting grid for the second race per event is based on the finish line of the first race.

The starting grid for the third race per event is based on the finish line of the second race.

Teams that have not competed in a qualifying/ranked race can start from the back in the following ranked race. If several teams make use of this rule, the series supervisor regulates the order of the late starters.

Points and trophies will only be awarded for the last ranked run.

Teams that have not competed in a qualifying/ranked race can start from the back in the following ranked race. If several teams make use of this rule, the series supervisor regulates the order of the late starters.

f) Transponder

If no own transponders are available, rental transponders can be rented at the race track for a rental fee per event.

8. Evaluation

8.1 Points table

- (1) The winner of a race is the participant who has covered the distance driven with his vehicle in the shortest time, taking into account all penalties.
- (2) All participants whose vehicles have crossed the finish line after the overall winner with their own engine power will be evaluated.
- (3) If the distance is shortened or a race is stopped, if it is not resumed, the participants will receive the full points.
- (4) Only registered drivers for the Historic Championship '65 who have raced at least four events will be counted.
- (5) There will be a drivers' classification. The drivers must be named in the entry.
- (6) The drivers must be named in the series registration.
- (7) The following points are awarded per race depending on the number of Vehicles awarded in the respective class (guest teams will be considered):
Formula: $((\text{Number of teams} - \text{position} + 0.5) : \text{Number of teams}) \times 10$
- (8) Each team that has driven a timed lap in qualifying/qualifying will receive an additional participation point.
- (9) In case of disqualification, the serial registration fee or the entry fee will not be refunded. Furthermore, no championship points will be awarded.
- (10) The ten bests Races . If more than ten races are completed, these are considered scratch results. The participation points of all races remain unchanged.
- (11) For the German Historic Automobile Championship (DHAM), only the last race run of an event is counted. Example: in the case of two races, the second run counts towards the

DHAM classification. Over the course of the year, six races are used for the DHAM annual ranking

In cases in which a subsequent correction becomes necessary due to an obvious oversight or error after publication of the championship or series ranking by the series tenderer, this can be carried out by the series tenderer. Complaints about the series ranking must be addressed to the series tenderer. There is no appeal against the decision of the series tenderer.

8.2 Equal points

If there is a tie between several riders in the final evaluation, the larger number of first, then second and second places of all races carried out will decide.

9. Private Trainings und Tests

not applicable

10. Document acceptance

The following documents must be provided by the driver/applicant:

- Entry confirmation
- Applicant license/DMSB sponsor card (possibly power of attorney in the original)
- Driver's license
- Foreign starting permit from the Heimat ASN

10.1 Document acceptance schedule

See announcement of the respective event or notice

10.2 Driver's briefing

The location of the driver's briefing is specified in the respective event announcement. A determined non-participation or not complete participation in the driver's meeting/briefing (according to the list of signatures) will result in a fine of 100 euros without special criminal proceedings.

11. Technical scrutineering/technical inspections

At the technical scrutineering, the drivers or persons commissioned by them must appear with the competition vehicle and the prescribed driver safety equipment. The vehicle must be presented as it will be used in the competition (including race numbers) and must comply with the applicable technical regulations.

The following vehicle documents must be presented:

- Historic Technical Passport (DMSB oder FIA)
- Homologation sheet, if applicable
- Certificate for roll-over device, if applicable

11.1 Repair, sealing and marking of vehicle parts

not applicable

11.2 Timetable Technical Acceptance/Technical Inspections

see announcement of the respective event or notice

12. Run

12.1 Use of rain tires

not applicable

12.2 Max. number of people working on a vehicle and safety equipment

not applicable

12.3 Pit stop safety and responsibility of the applicant when starting from the pit area

Mandatory pit stop:

Any mandatory pit stop will be sent with the entry confirmation.

A mandatory pit stop not started in the prescribed time window is considered not to have been carried out and will be punished with 2 penalty loops (timed laps minus 2). If a vehicle is already in the pit lane before the mandatory pit stop window and completes the prescribed passage time in the mandatory pit stop window, this is also considered a completed mandatory pit stop. A driver change is allowed during the mandatory pit stop. The positions of the measuring lines for entering and exiting the pit lane will be announced at the drivers' briefing. For participants who fall short of this passage time, the following rule applies: five seconds of time penalty will be credited for each second undercut, if the penalty time exceeds 150 seconds, one race lap will be deducted from the result. Each participant is responsible for adhering to the specified time for the mandatory pit stop. If there is a safety car or FCY phase within the mandatory pit stop window, the mandatory pit stop is still considered to have been carried out.

Refuelling is permitted during the mandatory pit stop.

All persons involved in the refuelling process must wear fireproof clothing.

13. Titles, prize money and trophies

13.1 Title Overall Winner

The driver with the highest overall score within his class after all ranked races in the Historic Championship '65 will receive the title:

Klassensieger Historic Championship '65

The driver with the highest overall score after all ranked races in the Historic Championship '65 will receive the title:

Champion Historic Championship '65

13.2 Prize money and trophies

The three best-placed drivers in the overall standings (over all) will receive trophies at an organizer's award ceremony after each race.

The winners of the last race will also receive the following number of trophies for the individual classes:

- One (1) trophy for up to three vehicles in the corresponding class
- Two (2) trophies for four or five vehicles in the corresponding class
- Three (3) trophies for more than five vehicles in the corresponding class

14. Protest and appeal

In the event of protests and appeals, the FIA's International Sports Law, the DMSB's Event Regulations, the DMSB's Legal and Procedural Rules, and the FIA's Legal and Procedural Rules apply to appeals to the FIA.

Protest deposit – payable to the approving ASN of the event:
Status International / National: see respective event announcement

Appeal deposit – payable to the DMSB:
Status National A €1,000.00

Appeal Deposit – payable to the FIA: 6.000,00 €
(according to legal and procedural rules of the FIA)

(Protest and appeal deposits are VAT-free)

15. Exclusion of legal recourse and limitation of liability

- (1) In the event of a decision by the FIA, DMSB, their jurisdiction, the sports commissioners, the series tenderer or the organizer as a judge within the meaning of § 661 BGB, legal recourse is excluded.
- (2) No claims for compensation of any kind can be derived from measures and decisions of the DMSB or its sports jurisdiction as well as the representatives of the DMSB and the series tenderer, except in the case of intentional or grossly negligent causation of damage.

16. TV rights/advertising and television rights

All copyright and image rights are held by Historic Race Events GmbH, including images taken from television broadcasts. All television rights of the HC-65, both for terrestrial transmission as well as for cable and satellite television transmission, all video rights and all rights for exploitation by all electronic media, including the Internet, are held by Historic Race Events GmbH. Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of Historic Race Events GmbH. All drivers and team members agree to the publication of image and video material in which they are directly or immediately recognizable.

17. Special provisions

There are no other special series regulations.

Part 2 Technical Regulations

1. Technical specifications of the series

1.1 Overview of the advertised groups/classes

In the Historic Championship '65, only vehicles that meet the technical specifications of these regulations will be used. All vehicles must be in very good technical and visual condition.

Registered vehicles and classification:

Division I

Touring cars and GT cars with drum brakes
of periods E and F (1947–1965) as set out in Annex K:

Class TB3: GT/GTS and TW with drum brakes up to 1600cc

Class TB4: GT/GTS and TW with drum brakes up to 2000cc

Class TB5: GT/GTS and TW with drum brakes over 2000cc

Division II

Touring cars, GT cars and two-seater racing cars with disc brakes
of periods E and F (1947-1965) as defined in Annex K:

Class 20: TSRC* up to 1600cc

Class 21: TSRC* up to 2000cc

Class 22: TSRC* over 2000cc

Class 23: GT/GTS/GTP bis 2000ccm

Class 24: GT/GTS/GTP over 2000cc

Class 25: TW up to 1600cc

Class 26: TW up to 2000cc

Class 27: TW over 2000cc

Division III (invitation division – by invitation only)

Touring cars, GT and two-seater racing sports cars of periods E, F, G1 and GR (1947-1969)
in accordance with Annex K. This division also applies to vehicles that have submitted an HTP
to your ASN but have not yet been approved. [These vehicles are eligible to compete for a
maximum of 12 months in accordance with Article 4.2.7 of Annex K.](#)

Division III is not counted and therefore does not participate in any championship.

Class 31: up to 2000cc

Class 32: over 2000cc

*TSRC = Two-seater racing sports cars

Depending on the number of participants, the organizer reserves the right to merge classes or
add additional classes. Changes will be regulated by DMSB approved bulletins.

1.2 Principles of the Technical Regulations according to

- General Provisions, Definitions and clarifications on the technical regulations (DMSB manual, blue part), see also Article 1.11 Safety equipment at events abroad
- These Technical Regulations
- Appendix K to the International Sports Law

1.3 General/Preamble

Anything not expressly permitted by these regulations is prohibited.
Permitted changes must not result in any unauthorized changes or violations of the regulations.

1.4 Driver equipment

Wearing overalls in accordance with FIA standards 8856-2000 or 8856-2018, as well as underwear (with long sleeves and legs), hood, socks, shoes and gloves in accordance with FIA regulations is mandatory.

Furthermore, a helmet must be worn in accordance with DMSB regulations.

In addition, the use of the FIA head restraint system (e.g. HANS)[®] is recommended.

1.5 General provisions, permitted modifications and installations

Work may be carried out that is part of the normal maintenance of the vehicle or serves to replace parts that have become damaged due to wear and tear or accident.
Changes and installations may only be carried out within the framework specified below. Parts damaged by wear and tear or accident may only be replaced with identical original parts.

On the complete vehicle, the standard fastening parts, such as: nuts, screws, washers, spring washers, spring washers, cotter pins, may be replaced by equivalent standard parts that correspond to the original shape. In the case of threads, the thread type, size and pitch (e.g. M 8 x 1.25) must be retained.

1.6 Minimum Vehicle Weights and Ballast

In accordance with Annex K of the FIA ISG.

DMSB note:

The DMSB guidelines for vehicle weighing (including calibration or calibration of scales) must be observed by the organizer/series tenderer. According to this, mobile scales must usually be inspected by the scale manufacturer at annual intervals. In exceptional cases, calibration/inspection by a state calibration office is also permitted, but the scale must be calibrated by the manufacturer at least every 2 years.

1.7 Displacement factor for turbocharged engines

not applicable

1.8 Emission regulations

The current DMSB exhaust gas regulations (see DMSB manual, blue part) must be observed.

In accordance with Annex K of the FIA ISG.

1.9 Noise Specifications

The maximum permissible noise limits are 132 dB(A) according to the LWA method and 100 dB(A) according to the LP method.

This noise value is determined according to the DMSB pass-by measurement method (mandatory for all circuit events).

The current DMSB noise regulations (see DMSB manual, blue part) must be observed.

1.10 Advertising on driver equipment/competition vehicle and race numbers

The current FIA/DMSB regulations for advertising on driver equipment/competition cars and starting numbers must be complied with (see DMSB manual, blue part).

ATTENTION: Deviations from the FIA/DMSB regulations require a special permit from the DMSB.

The following advertising regulations are established.

- (1) Each registered team will be assigned a fixed start number for the entire season. This start number will be communicated with the confirmation of registration and will be handed out in three sets before the first event.
- (2) The starting numbers must be attached to the vehicle unchanged throughout the season as instructed. Additional sets required can be purchased during the current season at a price of EUR 30 per set.
- (3) The sponsor stickers and the name of the series must be affixed to the vehicle as instructed and in accordance with Article 2.8 of Appendix K. In addition, sponsor patches must be attached to the driver's overalls. (The series sponsor can also be set during the current series).
- (4) By submitting the entry/registration, the participant acknowledges that HRE receives all rights to the advertising use of the races and the sporting successes without restriction in the form of words and pictures, without separate fee payment.

1.11 Safety equipment

The vehicles must have the following safety equipment.

- According to Appendix K to the SIJ

Attention:

For events abroad, the series organizer is responsible for observing and implementing any deviating or additional safety regulations of the respective ASN.

1.12 Fuel and, if applicable, unit fuel

Only unleaded fuel in accordance with Art. 252.9 Annex J (ISG), which complies with DIN EN 228, or diesel fuel in accordance with Art. 252.9 and DIN EN 590, may be used.

[In addition, synthetic fuels \(so-called e-fuel fuels\) are permitted.](#)

[An octane limit of max. 103 RON instead of 102 RON applies to all fuels.](#)

The following unit fuel must be used:

Not applicable

1.12.1 The Concentrates Control

Fuel samples can be taken by the Technical Commissioners at any time during the event. The DMSB fuel regulations including fuel residues apply (DMSB manual, blue part).

1.12.2 Refuelling, refuelling facilities and control

No refuelling is allowed during the race

1.13 Definitions Technology

In addition to the definitions set out in this call for tenders, the "General Provisions, Definitions and Clarifications on Technical Regulations" (DMSB Manual, blue part) and the definitions in accordance with Art. 251 of Annex J (ISG) apply.

2. Special technical provisions

2.1 General

In addition to the Technical Regulations in accordance with Part 2 of this call for proposals, the following Special Technical Regulations shall also apply.

2.7 Tyres

In a designated wet race, Avon brand tyres may be used.

2.13. Data transfer

Radio communication/data exchange between driver and pit crew is prohibited during the drive (practice and race).

Part 3 Attachments/Drawings

not applicable