



Framework tender for circuit series in motor racing

(As of 24.02.2025)

Name of the series:

Historic Championship CanAm & Sportscars

DMSB Permit Number:

144/25

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 cars. The series is called Historic Championship CanAm & Sportscars and is advertised and carried out as a national racing series. The FHR hands over the organization and staging of the Historic Championship CanAm & Sportscars to HISTORIC RACE EVENTS GmbH, hereinafter referred to as HRE.

Tenderer/organization: Drivers' Association of Historic Racing in the ADAC
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Table of contents:

Part 1 Sporting Regulations

- 1. Introduction**
- 2. Organization**
 - 2.1 Details of the titles and predicates of the series
 - 2.2 Name of the responsible ASN
 - 2.3 ASN Visa/Permit Number
 - 2.4 Name of the organizer/promoter, address and contact details (permanent Büro)
 - 2.5 Composition of the Organising Committee
 - 2.6 List of officials (permanent marshals)
- 3. Provisions and legal bases of the series**
 - 3.1 Official language
 - 3.2 Responsibility, changes to the announcement, cancellation of the event
- 4. Mentions**
 - 4.1 Enrolments/entries, entry deadline and obligation to participate
 - 4.2 Entry fee for the season and per event
 - 4.3 Start numbers
- 5. Licenses**
 - 5.1 Required License Levels
 - 5.2 Conditions for applicants outside their national territory
- 6. Insurance, Disclaimer and Waiver**
 - 6.1 Insurance of the organizer/promoter
 - 6.2 Declarations by applicant, driver and passenger on the exclusion of liability, waiver of the vehicle owner
- 7. Events**
 - 7.1 Series-Term Calendar
 - 7.2 Maximum number of vehicles allowed
 - 7.3 Implementation of the competitions
 - a) Training
 - b) Qualification
 - c) Launch Types
 - d) Ranked races
 - e) Transponder
- 8. Evaluation**
 - 8.1 Points table
 - 8.2 Equal points
- 9. Private Trainings und Tests**
- 10. Document acceptance**
 - 10.1 Schedule / Document Acceptance
 - 10.2 Driver's briefing

- 11. Technical scrutineering/technical inspections**
 - 11.1 Repair, sealing and marking of vehicle parts
 - 11.2 Technical scrutineering/technical inspections
- 12. Run**
 - 12.1 Use of rain tires
 - 12.2 Max. number of people working on a vehicle and safety equipment
 - 12.3 pit stop safety and responsibility of the applicant for the Start from the pit area
- 13. Titles, prize money and trophies**
 - 13.1 Title Overall Winner
 - 13.2 Prize money and trophies
- 14. Protest and appeal**
- 15. Exclusion of legal recourse and limitation of liability**
- 16. TV rights/advertising and television rights**
- 17. Special provisions**

Part 2 Technical Regulations

- 1. Technical specifications of the series**
 - 1.1 Overview of the advertised groups/classes
 - 1.2 Basics of Technical Regulations
 - 1.3 General/Preamble
 - 1.4 Driver equipment
 - 1.5 General provisions, permitted modifications and installations
 - 1.6 Minimum Vehicle Weights and Ballast
 - 1.7 Displacement factor for turbocharged engines
 - 1.8 Emission regulations
 - 1.9 Noise Specifications
 - 1.10 Advertising on driver equipment/competition vehicle and race numbers
 - 1.11 Safety equipment
 - 1.12 Fuel and, if applicable, unit fuel
 - 1.12.1 The Concentrates Control
 - 1.12.2 Refuelling, refuelling facilities and control
 - 1.13 Definitions Technology
- 2. Special technical provisions**
 - 2.1 General
 - 2.2 Engine
 - 2.2.1 Exhaust system
 - 2.3 Transmission
 - 2.4 Brake
 - 2.5 Steering
 - 2.6 Wheel suspension
 - 2.7 Wheels (wheel bowl + rim) and tires
 - 2.8 Body and dimensions

- a) Exterior body (incl. windows)
 - b) Passenger compartment/cockpit
 - c) Additional Accessories
- 2.9 Aerodynamic aids
 - 2.10 Electrical equipment
 - 2.11 Fuel cycle
 - 2.12 Lubrication system
 - 2.13 Data transmission
 - 2.14 Other

Part 3 Attachments/Drawings

This call consists of 22 pages.

Part 1 Sporting Regulations

1. Introduction

The Historic Championship CanAm & Sportscars will be conducted in accordance with the provisions of the International Sports Law and its appendices (the Law), 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 Annex K and Annex J (Articles 253 and 277 respectively) of the FIA.

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

The Drivers' Association of Historic Racing in the ADAC, hereinafter referred to as the Series Tenderer, is inviting tenders for the Historic Championshipship CanAm & Sportscars for the year 2025.

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 24.02.2025 under Reg. No.: 144/25.

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) 2225 – 98 199 04, Fax +49 (0) 2225 – 98 199 045
Email: info@fhr-online.de

Organisation:

Historic Race Events GmbH
Karlstraße 91A, 53604 Bad Honnef
Phone: +49 (0) 2225 – 98 199 04, Fax +49 (0) 2225 – 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) – SPA1125169
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/entries, entry deadline and obligation to participate**

The applicants and drivers can apply for admission to participate in the Historic Chamionship CanAm & Sportscars using the enrollment form issued.

The completed and signed registration form must be sent by 01 March 2025 to the following address: Historic Race Events GmbH Karlstraße 91A 53604 Bad Honnef

The serial tenderer reserves the right to accept applications received at a later date. With the registration, applicants and drivers commission and authorize the series tenderer to submit entries on his behalf for the events at which ranked races for the Historic Chamionship CanAm & Sportscars 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. In case of cancellations by the participants after the official entry deadline, 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 900.00 Euro incl. 19% VAT Applicants who enrol by 15.02.2025 will receive an early bird tariff. Early-bird registration fee per driver:
600,-- € 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 up to two weeks before the booked event, 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.

All classes up to 1,300 cc are supported by an entry fee reduction (not valid for registration fee and Nordschleife races) of 20% (only valid for registered teams).

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 an International Applicant and Driver Licence from the DMSB or another ASN affiliated to the FIA valid for the year 2025, 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 2025, 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 an International Applicant and Driver Licence from the DMSB or another ASN affiliated to the FIA valid for the year 2025, 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 enrolling with the driver must have an international corporate or club applicant license from the DMSB or another ASN affiliated to the FIA for the year 2025 and must 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 Constitution CanAm & Sportscars 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 this series announcement as well as the announcement for the respective event, they can participate outside the points and prize money classification. 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

Event	Land	Stretch	Date
52. Belmont Oldtimer Grand Prix	D	Nürburgring Grand-Prix	01. – 03.08.2025
Nürburgring Classic	D	Nürburgring Grand-Prix	13. – 15.06.2025

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

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. For the starting grid for the second race (if advertised) per event, the finish line of the first race applies. For the starting grid for the third race (if advertised) per event, the finish of the second race applies.

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.

c) Launch Types

The ranked races will start as follows:

rollender Start (Indianapolis-Start)

d) Ranked races

The ranked runs last at least 25 minutes. The finish line applies both on the track and in the pit lane.

e) Transponder

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

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, CanAm & Sportscars, who have driven at least four races, 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) In addition, each team that has driven a timed lap in qualifying will receive an additional participation point. In the last race of the season, 4 additional participation points will be awarded.
- (9) In case of disqualification, the serial registration fee or the entry fee will not be refunded. Furthermore, no championship points will be awarded.

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.

Established non-participation or 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 start numbers plus mandatory series decals) and must comply with the applicable technical regulations.

The following vehicle documents must be presented:

- Historic Technical Passport for vehicles according to Appendix K
- Car passport for vehicles of the DMSB Group CSC and FIA Group E2-SC
- Vehicle passport or vehicle registration document/registration certificate Part I for vehicles of DMSB groups H, CTC and CGT
- Homologation sheet, if applicable

- Certificate for roll-over device, if applicable
- Certificate of health check in accordance with Annex I to Annex K, if applicable.

11.1 Repair, sealing and marking of vehicle parts

not applicable

11.2 Timetable Technical Acceptance/Technical Inspections

See the respective event announcement or notice

12. Run

12.1 Use of rain tires

see Part 2 Technical Regulations Article 2.7

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

For races of up to 35 minutes, the following applies:

Driver changes and refueling are not allowed during the race. The respective regulations as well as the provisions of the announcement of the respective event apply.

In races over 35 minutes, the following pit stop rule applies:

For races lasting more than 35 minutes, a mandatory pit stop is mandatory. The prescribed passage time for the mandatory pit stop is prescribed at 120 seconds.

The mandatory pit stop must be started in a time window calculated according to the following formula: $\text{driving time} / 2 \pm 5 \text{ min. (pit-in)}$. For example, with a driving time of 40 minutes, the mandatory pit stop begins at minute 15 and ends at minute 25 after the start of the race, i.e. the 120 second mandatory pit stop must be started in this time window.

A mandatory pit stop not started in this 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 120-second drive-through time in the mandatory pit stop window, this is also considered a 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.

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 Historic Chambership CanAm & Sportscars for terrestrial transmission as well as for cable and satellite television transmission, all video rights and all rights for exploitation through 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 riders and team members agree to the publication of image and video material in which they are directly or indirectly 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 Chambership CanAm & Sportscars, only vehicles that meet the technical specifications of these regulations are used.

All vehicles must submit a test report on request, from which the power and torque of the engine used can be seen, the costs for the protocol are borne by the vehicle owner. The protocol must include the chassis number and the engine number. If the vehicle owner does not present the requested test report by the next race, he or she can be excluded from further races.

Registered vehicles and class classification

All vehicles must be in very good technical and visual condition.

Vehicles according to Annex K to the ISG

Division I

GT/GTS/IROC – Perioden F, G, H1, H2 + I (1962-1981)

Class 11 to 2500 cc

Class 12 over 2500 cc to 3000 cc

Class 13 over 3000 cc

GT and TW – Periods J1 + J2 (1982 – 1992)

Class 14 to 2000 cc

Class 15 over 2000 cc

Division II

Special Production Car Group 5 - Periods H2 + I (1976-1981)

Class 21 to 2000 cc

Class 22 over 2000 cc

Division III

Racing sports car periods E, F and GR (1947 - 1971)

Class 31 to 2000 cc

Class 32 over 2000 cc

Racing Car Periods HR + IR (1972 - 1982)

Class 33 to 2000 cc

Class 34 over 2000 cc

Division IV

SPORTS 2000 Perioden HR, IR + JR (1972-1993)

Class 41 Sports2000

Division V - Vehicles with V8 engines

GT, TW, TransAm and Nascar, Period E, F, G, H1, H2 and I (1947 – 1981)

Class 54 to 4800 cc

Class 55 over 4800 cc

Division VI

Group 6 Sports Cars, Periods HR + IR (1972-1982)

Class 60 no displacement restriction

Division VII

Tourenwagen, Periode H1, H2 + I (1972 – 1981)

Class 70 to 2,000 cc

Class 71 over 2,000 cc to 3,000 cc

Class 72 over 3,000 cc

Division VIII

CanAm, GR Period (1966-1971)

Class 80 to 2,000 cc

Class 81 over 3,000 cc

CanAm, HR Period (1972-1976)

Class 82 to 2,000 cc

Class 83 over 3,000 cc

Division IX

Vehicles of the DMSB Group CSC (Classic Sports Cars)

Category C1: Group C vehicles of Annex J years 1982 up to and including 1984

Category C2: Group C Junior vehicles of Annex J years 1983 and 1984

Category C3: Group C1 vehicles of Annex J years 1985 up to and including 1989

Category C4: Group C2 vehicles of Annex J years 1985 up to and including 1989

Class C5: Group C vehicles of Annex J years 1990 up to and including 1992

Category C6: Group C3 vehicles of Annex J years 1990 up to and including 1998

Class C7: Group CN vehicles of Annex J years 1993 to 2003 inclusive

Class C8: Group GT1 cars of Appendix J years 1993 up to and including 2004

Class C9: Group of sports cars of Annex J years 2001 up to and including 2004

Vehicles of period IC (1982-1990) according to Annex K

Class C10 Sport 2000 Cars 1982-1990 (FIA Class S2/3)

Class C11 Group C Cars 1982-1988 (FIA Class GC/1a)

Class C12 Group C Cars 1989-1990 (FIA Class GC/1b)

Class C13 Group C Junior and C2 cars 1982-1988 (FIA class GC/2a)

Class C14 Group C2 Cars 1989-1990 (FIA Class GC/2b)

Vehicles of DMSB groups H, CTC and CGT

Division X

Group CTC and CGT in accordance with DMSB Group CTC and CGT regulations

Group H* according to DMSB Group H regulations*

Class 95: up to 2000cc

Class 96: up to 2300cc

Class 97: up to 2500cc

Class 98: up to 3000cc

Class 98: over 3000cc

Division XI

Cars of the FIA Group E2-SC (sports cars)

Class SC1: up to 2000 cc Class SC2: over 2000 cc

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.

*by invitation

1.2 Principles of the Technical Regulations according to

General provisions, definitions and clarifications of the technical regulations (DMSB manual, blue part), see also Article 1.11 Safety equipment for events abroad

- Article 277 of Annex J (ISG of the FIA) for Division XI vehicles
- Technical regulations of the DMSB groups: H, CTC, CGT for vehicles of Division X and DMSB Group CSC for categories C1-C9
- General provisions, definitions and clarifications on technical regulations (DMSB manual, blue part)
- These Technical Regulations
- Appendix K to the International Sports Law for vehicles of Divisions I – VIII, as well as classes C10-C14

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 for vehicles in accordance with Annex K. For vehicles of the DMSB groups H, CTC, CGT and CSC, as well as the FIA group E2-SC, the use of the FIA head restraint system (e.g. HANS)[®] is mandatory.

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, thread type, size and pitch (e.g. M 8 x 1.25).

1.6 Minimum Vehicle Weights and Ballast

In accordance with the applicable Technical Regulations pursuant to Article 1.2

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

In accordance with the applicable Technical Regulations pursuant to Article 1.2

1.8 Emission regulations

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

Divisions I-VIII, as well as Classes C10-C14: In accordance with Appendix K of the FIA ISG.
Divisions X and XI, as well as classes C1-C9: The vehicles must be equipped with a catalytic converter in accordance with DMSB emission regulations.

Diesel vehicles must be equipped with a DMSB-homologated particulate filter.

1.9 Noise Specifications

Here, the regulations according to the organizer's announcement are valid.

1.10 Advertising on driver equipment/competition vehicle and race numbers

The current FIA/DMSB regulations for advertising on driver equipment/competition cars and race numbers must be complied with (see DMSB manual, blue part and article 2.1.9 et seq. of Annex K).

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

No special advertising regulations are laid down for the competition vehicles.

The following special advertising regulations apply to the driver's equipment

- (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.
- (3) The sponsor stickers and the name of the series must be affixed to the vehicle in accordance with the instructions and in accordance with Article 2.1.9 of Annex 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

Divisions I-VIII, as well as Classes C10-C14

The vehicles must have safety equipment in accordance with Annex K to the FIA's ISG.

Classes C1-C9

The vehicles must have safety equipment in accordance with the DMSB Technical Regulations for the CSC Group.

Division X:

The vehicles must have the following safety equipment.

Unless otherwise stated, the article information refers to the current Appendix J to the ISG.

- Pipes and pumps in accordance with Art. 253.3.1 and 253.3.2
- Oil collection tank in accordance with Art. 259.7.4
- Tank ventilation in accordance with Art. 253.3.4
- 2-circuit brake system in accordance with Art. 253.4
- Canopy holder in accordance with Art. 253.5
- Seat belts in accordance with art. 253.6
- Hand-held fire extinguishers in accordance with Art. 253.7.3
- Fire extinguishing system in accordance with Art. 253.7.2 or Art. 275.14.1
- Roll-over device referred to in Art. 253.8
- Roll-over device in accordance with Art. 253.8 (Annex J 1993)
- Roll-over device in accordance with Art. 277
- Rear-view mirrors pursuant to Art. 253.9
- Towing eyes/devices pursuant to Art. 253.10
- Security film on window panes in accordance with DMSB regulations
- Laminated Glass Windshield
- Door safety nets in accordance with Art. 253.11 or DMSB regulations
- Additional windscreen fastening in accordance with art. 253.12
- Circuit breakers referred to in Art. 253.13
- Safety fuel tanks in accordance with FIA standard FT3/FT3-1999 or FT5 in accordance with Art. 253.14 from 2025 for Group H vehicles and from 2028 for CTC Group vehicles

- FIA-homologated check valve in the fuel filler pipe in accordance with Art. 253.14.5
- Fire protection wall in accordance with Art. 253.15
- Seats and fastenings referred to in art. 253.16
- Headrest pursuant to Art. 259.14.4
- Rear light according to Art. 275.14.5
- Reverse gear pursuant to Art. 275.9.3
- Prohibition of tire pressure monitoring valves pursuant to Art. 253.17
- DMSB Technical Regulations for Groups H, CTC and CGT

Division XI:

The vehicles must have the following safety equipment.

Unless otherwise stated, the article information refers to the current Appendix J to the ISG.

- Article 277*

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:

N/A

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, orange part).

1.12.2 Refuelling, refuelling facilities and control

During the refueling process, the driver change can take place. Drivers can remain seated in the vehicle.

During the refuelling process, the engine must be switched off and no work must be carried out on the vehicle (except wiping the windows). A team member must monitor the refueling process with a suitable fire extinguisher. The exhaust tailpipe must be covered.

If refuelling from petrol pumps is possible, free petrol pumps must not be blocked or reserved, the first vehicle at the petrol pump refuels first.

It may only be refuelled from a nozzle or from a fuel tank at a time.

No pressure tank systems, electric or mechanical pumps may be used.

Commercially available tank containers approved for fuels with a maximum capacity of 20 litres may be used. Subsequent modification is not permitted.

1.13 Definitions Technology

In addition to the definitions in this invitation to tender, the "General Provisions, Definitions and Clarifications on Technical Regulations" (DMSB Manual, orange part) and the definitions according to 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.

2.2 to 2.6

N/A

2.7 Tire

The following tyre regulations apply to the SPORTS 2000 (Div. IV) vehicles:

Avon Classic FF2000 6.5/21.0-13 8814 front slicks
Avon Classic FF2000 8.2/22.0-13 8815 Rear Slicks
Avon Classic FF2000 6.5/21.0-13 8829 Front Wets
Avon Classic FF2000 8.2/22.0-13 8831 Wets hinten

2.2 to 2.12

N/A

2.13. Data transfer

N/A

Part 3 Attachments/Drawings

not applicable