

DMSB

**General Regulations for
Series run on Circuits / Automobile Sport**

Name of the Series:

Cup & Tourenwagen Trophy

DMSB Visa Number:

436/22

Status of the Series/Events: National A Plus

Promoter / Organisation: Historischer Motorsport Club e.V.
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Part 1 Sporting Regulations

1. Introduction

The series Cup & Tourenwagen Trophy is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the DMSB. It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253/277).

The events will be organised in compliance with the DMSB General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

The series is supported by the following companies:

Hankook
CR Motorsport
Enke

2. Organisation

2.1 Details on titles and awards of the Series

The Historischer Motorsport Club e.V. hereinafter referred to as series organiser, organises the Cup & Tourenwagen Trophy for the year 2021.

2.2 Name of the parent ASN

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

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 01.04.2022 with visa number 436/22.

2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)

Historischer Motorsport Club e.V., Butzweilerstraße 35-39, 50829 Köln
Tel. +49 221 48562810, Fax +49 221 48562811
Karin Kölzer/ Stefan Eckhardt/Christoph Stoll
info@cup-tourenwagen-trophy.de
www.cup-tourenwagen-trophy.de

2.5 Composition of the organising committee

Karin Kölzer
Stefan Eckhardt
Christoph Stoll

2.6 List of Officials (Permanent Stewards) (see also relevant Supplementary Event Regulations)

Karl-Heinz Loibl, Technischer Kommissar
Carola Feyen, Technischer Kommissar
Peter Basista

3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Licence Regulations
- DMSB Legal System and Code of Procedure (RuVO)
- FIA Judicial and Disciplinary Rules
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements (Bulletins)
- FIA Code of Ethics and Code of Good Conduct and DMSB Code of Ethics
- Other provisions issued by the FIA and by the DMSB

3.1 Official language

German

Only the German and DMSB approved text of the Regulations will be binding.

3.2 Responsibility, modification of the regulations, cancellation of the event

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

3.3 General Definitions

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Event Regulations of the event.

The order in which the entries are received will determine admission. The closing date for entries set by the organizer must be observed. Registered participants receive a discount on the entry fee for the individual races.

4. Entries

4.1 Registrations/entries, entry closing date and obligation to participate

The Entrant and/or driver must apply for admission to the Cup & Tourenwagen Trophy using the "Application for Enrolment" issued by the series advertiser.

The completed and signed application must be sent to the following address:

Historischer Motorsport Club e.V.

Butzweilerstraße 35-39

50829 Köln

The series organiser reserves the right not to hold the Series Cup & Tourenwagen Trophy if there are fewer than 30 registered participants.

4.2 Entry fees for the season and per event

The registration fee/entry fee as well as any deposit are due according to the entry form. The following registration fees/entry fees are payable by the participant:

The registration fee/entry fee is due according to the entry form. A registration fee per driver of 350,00 Euro gross (until 30.01.2021; from 01.02.2022 the registration fee increases to 450,00 Euro gross) is charged. Applications for registration must be made on the form to the Historischer Motorsport Club e.V. The Historischer Motorsport Club e.V. reserves the right to limit the number of registrations. Accepted participants will receive a written confirmation of registration. The registration fee will not be refunded in case of cancellation of individual races and in case of non-participation.

The entry fees are between 550.00 Euro and 650.00 Euro gross per event (guest entrants 650.00 Euro - 750.00 Euro gross) and will be announced with the respective event announcement. Guest drivers can also participate in the evaluation races according to the conditions of the respective events. Guest drivers are also subject to the regulations. Registered participants of the Cup & Tourenwagen Trophy have priority over guest starters in the entry.

Guest starters who are competing in the Cup and Tourenwagen Trophy for the first time may enter the race for a one-off trial price of 450.00 Euro gross on request. The organisation of the Cup and Touring Tourenwagen Trophy reserves the right to refuse the request for special events.

(The right to withdraw from the entry contract (entry fee refund) is regulated in the DMSB event regulations Art. 13).

Accepted participants will receive a written confirmation of registration.

The series advertiser reserves the right to reject entry form as well as entries with reasons.

4.3 Competition-numbers

The participants will get permanent competition-numbers from the series organiser for the whole season

5. Licences

5.1 Required grade of licence

a) Drivers

Drivers holding an International entrant's and driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade

A B C-Circuit D-Circuit

and valid for the year 2022 who are registered for the Cup & Tourenwagen Trophy and have paid the registration fees are eligible.

Only for drivers for cars with a weight/performance ratio <3,00 kg/PS

(see Part 2, Article 1.1 Summary of the eligible groups/ classes):

Drivers holding an National entrant's and driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade

A B C-Circuit,,

and valid for the year 2022 who are registered for the Cup & Tourenwagen Trophy and have paid the registration fees are eligible.

Only for drivers for cars with a weight/performance ratio <2,00 kg/PS

(see Part 2, Article 1.1 Summary of the eligible groups/ classes):

Drivers holding an National entrant's and driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade

A B

and valid for the year 2022 who are registered for the Cup & Tourenwagen Trophy and have paid the registration fees are eligible.

Proof of the power-to-weight ratio of the vehicles lies with the drivers..

b) Entrants

Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2022 and have paid the registration fees.

c) DMSB-Sponsor-Card

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams "(Only for DMSB-sanctioned events with the exception of FIA-sanctioned events).

d) Guest drivers

The Cup & Tourenwagen Trophy may admit guest drivers with a valid

International entrant's and driver's licence in accordance with Article 5.1 or

for its qualifying events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of this Series Regulations and the relevant Supplementary Event Regulations.

Priority in the acceptance of entries will be given to the registered participants.

e) Age regulations

In accordance with the valid DMSB Licence Regulations

5.2 Conditions for entrants outside their national territory

For events with the status National A Plus DMSB licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event foreign competitors/drivers must present the approval of their own ASN. This permission must be submitted by the competitor/driver at Administrative Checks in German or in English language.

6. Insurance; Liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

In accordance with DMSB Event Regulations

6.2 Declaration by the competitor, driver and passenger (= participant) on the exclusion of liability, Disclaimer of the vehicle owner

In accordance with DMSB Event Regulations

7. Events

7.1 Calendar of events

22.-24. April 2022	Hockenheim – Preis der Stadt Stuttgart
13.-15. May 2022	Oschersleben – Preis der Stadt Magdeburg
15.-17. July 2022	ADAC Racing Weekend Lausitzring
26.-28. August 2022	ADAC Racing Weekend Assen
09.-11. September 2022	Truck Grand Prix Zolder
30.09.-02. October 2022	ADAC/RGB Saisonfinale Nürburgring GP

7.2 Maximum number of cars authorised

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Event Regulations of the event.

7.3 Running of the events

a) Practice

N/A

b) Qualification

2 x 20-30 minutes Time Practice

The starting grid for race 1 will be determined by the result of the 1st qualifying session. The starting grid for race 2 will be determined by the result of the 2nd qualifying session. The driver who has completed the respective training session must also compete in the relevant race. Violations of this rule are punishable.

c) Starting modes

The races will be started as follows:

- Rolling start (Indianapolis start)

d) Races

The races will run over the distance of 30 minutes.

The finish line applies both to the track and to the pit lane.

8. Classification

8.1 Scale of points

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed at least 50% of the winner's race distance.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance	=	full points
At least 50% of the scheduled distance	=	half points
Less than 50% of the scheduled distance	=	no points

The following points will be awarded for the races:

For those drivers who will be competing in both races on one race weekend, all results will be used for the classification. If two drivers participate with one car, both race results count as team classification. Individual drivers as well as teams can win the championship. The two races are added together.

Example: Driver 1 becomes first in his class in the first race, points are awarded for the race 1 for the 1st place in the class for both drivers. Driver two becomes second in his class in the second race, will be awarded 2 points for the race for 2nd place in the class for both drivers.

In addition, separate rankings are prepared for the individual divisions that are put out to tender. For the juniors up to year of birth 2002 or younger a separate junior ranking will be announced. The best junior will be honoured separately per race. The places 1-5 of the junior ranking will also be honoured separately at the annual awards ceremony. Material prizes are planned for this award.

Winner of the above mentioned classifications is the driver who has achieved the highest total score. In the event of a tie, the higher score from all classification runs will decide the better placement. A prerequisite for the allocation of points for the divisional classifications is that the driver has started in the division in which he is registered.

Points are awarded in the individual classes according to the following formula:

$$\frac{\text{participants} - \text{placing} + 0,5}{\text{participants}} \times 10$$

The number of participants in the class also includes those participants who drop out in the formation lap or in the first lap of the race, even if they are not shown in the results as started participants.

In addition, 1 additional point will be awarded for participation (recorded qualifying session) in an event belonging to the Cup & Tourenwagen Trophy. The participation point will not be awarded if a participant has been punished with a disqualification by the Stewards of the Meeting.

Classes with less than 3 participants (at the closing of the entry) can be combined for the classification with the next higher cubic capacity class in the same division or in another division. The Cup & Tourenwagen Trophy organisation is entitled to merge classes for the allocation of points even after the event.

Multiple Competitions must commit themselves to the car to be evaluated and inform the organisation at least 30 minutes before the first race on the race weekend. Guest drivers will not be taken into account for the allocation of points, registered series participants will not be moved up in the Trophy classification.

10 days after the publication of the respective results on the Internet, the time limits for appeals for the overall and divisional result expire

Formel: $\frac{\text{Teilnehmer} - \text{Platz} + 0,5}{\text{Teilnehmer}} \times 10$

Platzierung in der Klasse	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30				
1	5,00																																	
2		2,50																																
3			1,67																															
4				1,25																														
5					1,00																													
6						0,83																												
7							0,71																											
8								0,63																										
9									0,56																									
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29																														0,16				

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial (in accordance with DMSB Event Regulations).

9. Private practice and testing

N/A

10. Administrative checks

The following documents must be presented by the driver/entrant:

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- authorisation to take part in events abroad

- Medical aptitude form

10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

10.2 Drivers meeting/briefing

The location of drivers meeting/briefing will be published in the Supplementary Event Regulations of the event

An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of 100,00 Euro (without any particular penalty-procedure)

11. Scrutineering/Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be presented:

- Technical passport or registration document/motor vehicle registration certificate Part I
- Homologation form (if applicable)
- Certificate for rollover structure

11.1 Repair, sealing and marking of vehicle parts

N/A

11.2 Timetable Scrutineering/ Technical checks

See relevant Supplementary Event Regulations or official notice board.

12. Race

12.1 Use of wet-weather tyres

See Part 2 Technical Regulations Article 2.1.1

12.2 Maximum number of persons working on a car and safety equipment

See relevant Supplementary Event Regulations

12.3 Pit stop safety and competitor's responsibility when starting from the pit area

See relevant Supplementary Event Regulations

13. Title, prize money and trophies

13.1 Title overall winner

The driver with the highest total number of points after all classification runs in the Cup & Tourenwagen Trophy will be awarded the title:

Overall winner Cup & Tourenwagen Trophy 2022

13.2 Prize money and trophies

The following numbers of cups will be awarded per event:

- Place 1-3 overall classification
- Place 1-3 Junior classification
- Place 1-3 per class (at least 4 participants must have participated in one class)
- If there are less than 4 participants in a class, 30% of the started participants in the class will be honoured.
- If there are more than 3 participants in a class, places 1-3 and beyond will be honoured and the remaining 30% of the total participants per class.

Special trophies can be announced additionally according to demand. Prize money is not offered for the cup.

At the end of the year or at the beginning of a new year an annual award ceremony will be held in a festive setting. Place and time of the award ceremony will be announced

14. Protests and appeals

The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to the relevant ASN:

International / National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

International status	EUR 1,500.00
National Status	EUR 1,000.00

Appeal to the FIA – payable to the FIA: (acc. to FIA Judicial and Disciplinary Rules)	EUR 6,000.00
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(Protest and appeal deposits are exempt from VAT)

15. Exclusion of jurisdiction of a court and limitation of liability

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

16. TV rights/ Advertising and television rights

All the copyright and picture rights lie with Historischer Motorsport Club e.V. including the pictures which are adopted by television broadcasts on the Cup & Tourenwagen Trophy
All television rights of the Cup & Tourenwagen Trophy including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with Historischer Motorsport Club e.V.
Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the Historischer Motorsport Club e.V. is prohibited.

17. Specific regulations

There are no additional Specific Series Regulations.

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

In the Cup & Tourenwagen Trophy, only vehicles that must comply with the technical requirements of these regulations will be used.

Division I

STW cars up to 2002 in accordance with the technical regulations of the ST group as per Annex J 2002

Group H cars model years 1979-1988 limited to 2.000 ccm (incl. charging factor)

Group 24h-Special according to the regulations of the ADAC Nordrhein 2003, model years 1990-2005 (only on special permission of the cup organisation)

Class 1 up to 2.000 cc

Division II

Group 24h-Special according to regulations of the ADAC Nordrhein 2003, model years 1990-2008 up to 3.600 ccm (incl. charging factor)

Class 2 up to 1.600 cc

Class 3 up to 2.000 cc

Class 4 up to 2.500 cc

Class 5 up to 3.000 cc

Class 6 up to 3.500 cc

Class 7 up to 3.600 ccm (only with special permission of the cup organisation)

Division III

Group 24h-Special according to the regulations of the ADAC Nordrhein 2003, model years 1990-2008 with rocker gear up to 3.600 ccm

Class 9 up to 1.300 cc

Class 10 up to 1.600 cc

Class 11 up to 2.000 cc

Class 12 up to 3.000 cc

Class 13 up to 3.500 cc

Class 14 up to 3.600 ccm (only with special permission of the cup organisation)

Division IV - Cup vehicles

Porsche 944 Turbo Cup according to regulations 1989

Carrera Cup according to regulations 1994 (Porsche 964)

Carrera Cup according to regulations 2002 (Porsche 996)

Carrera Cup according to regulations 1996 (Porsche 911)

Carrera Cup according to regulations 1997 (Porsche 993)

Carrera Cup according to regulations 2005 (Porsche 996)

Class 15 up to 3.000 cc

Class 16 over 3.000-3.800 cc (water-cooled vehicles)

Class 17 over 3.000-3.800 cc (air-cooled vehicles)

Division V

Classic Super Cup Group A touring car BMW 325i

BMW 325i Group A Touring Cars according to Homologation A-5292 and the 2010 Classic Super Cup Regulations, Division 7.1

Class 18 up to 2.500 cc

Division VI

Group 24h-Spezial according to the regulations of the ADAC Nordrhein 2003, model years 1990-2008 up to 3.500 ccm (incl. charging factor).

Class 19 up to 2.500 cc
Class 20 over 3.500 cc

Group 24h Special according to ADAC Nordrhein 2003 regulations, model years 2009-2013 up to 3,000 cc (incl. supercharging factor).

Admission is by invitation only after application to the organisation. The organisation decides on the admission.

Class 21 up to 2.000 cc
Class 22 up to 3.000 cc
Class 23 up to 3.500 cc

Division VII

Porsche 997 GT3 Cup

Class 24 Porsche 997 GT3 Cup of the years of construction 2005-2007
(3.6 litre engine)

According to Porsche 997 GT3 Cup regulations 2007

Class 25 Porsche 997 GT3 Cup of the years of construction 2008-2009
(3.6 litre engine)

According to Porsche 997 GT3 Cup regulations 2009

The organisation of the Cup and Touring Car Trophy decides on the admission.

Division VIII

Group DMSB-1600

Class 26

Division IX

Class 27

Renault Clio RS II from model year 2000 to 2004, with the 3 or 5-digit serial number as defined in the technical regulations of the RENAULT CLASSIC Cup

Class 28

Renault Clio RS III Cup built 2006 to 2012 as defined in the technical regulations of the RENAULT CLASSIC Cup

Class 29

Renault Clio R.S. IV Cup built from 2014 onwards as defined in the technical regulations of the RENAULT CLASSIC CUP".

(only on special permission of the Cup organisation)

1.2 Principles of the Technical Regulations in conformity with

- Technical regulations for DMSB group/s: H, DMSB-1600 2009
- These Technical Regulations
- Technical Regulations Art. 1.1

1.3 General/Preamble

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 oder FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet in compliance with the DMSB regulations is compulsory.

Furthermore, the use of the FIA-head restraint (e.g. HANS®) is compulsory.

1.5 General, Permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

1.6 Minimum weights and ballast

(Weight, determination, reference scales if applicable, attachment of ballast)

See respective Technical Regulations according to Article 1.2

DMSB Note:

The DMSB guidelines for vehicle weighing (including calibration or calibration of balances) needs to be respected by the series organizer. According to the guidelines, mobile scales must be inspected, at least annually, by the weighing machine manufacturer. In exceptional cases, a calibration / verification by a state calibration authority is permitted. The scale must be calibrated at least every 2 years by the manufacturer.

1.7 Equivalence formula for supercharged engines

The equivalence formula is:

- see Technical Regulations Art. 1.2

1.8 Exhaust prescriptions

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

The vehicles must be equipped with a catalytic converter according to DMSB exhaust regulations.

The vehicles must be equipped with a DMSB-homologated particle filter (for diesel vehicles).

1.9 Noise regulations

The maximum permitted noise limits are 138 dB(A) measured in compliance with the LWA procedure and 106 dB(A) in compliance with the LP procedure.

This noise level will be determined in compliance with the DMSB pass-by measuring method (mandatory for all circuit events).

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

1.10 Advertising on the driver's equipment/on the race car and start numbers

The current FIA/DMSB prescriptions for advertising on the driver's equipment/on the race car and start numbers must be respected (see DMSB Yearbook, blue part).

ATTENTION: Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.

Under consideration of the FIA/DMSB prescriptions for start number and advertising on the race car, the following advertising is compulsory on the race car.

- Starting number plate door and bonnet
- Window sticker "ENKE (no more window stickers allowed!!)
- Hankook-stickers on the front and rear right and left side of the spoiler

Advertising by other tyre companies is not permitted.

Further serial advertising can be arranged at short notice via bulletin.

No special advertising regulations are set for driver equipment

1.11 Safety equipment

The vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J ISC, unless stated otherwise.

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9
- Towing-eye/device in compliance with Art. 253.10 and accordingly Art. 259.14.6
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass

- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15
- Seats and attachments in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277*
- In compliance with the Appendix K to the ISC*

Note:

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

As of 01.01.2025, safety fuel tanks according to FIA standard FT3/FT3-1999 or FT5 are mandatory in all classes.

1.12 Fuel and single fuel

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228, or Diesel fuel in compliance with Art. 252.9 and DIN EN 590. Any additive other than air or lubricant for two-stroke engines is prohibited.

In addition, the octane limits value of max. 103 RON instead of 102 RON is valid for petrol fuel.

The following single fuel must be used:

N/A

1.12.1 Fuel controls

At any time during the events the Technical scrutineer may extract fuel samples. The DMSB fuel regulations incl. remaining quantity of fuel (DMSB Yearbook, blue part).

1.12.2 Refuelling, Refuelling installations and control

N/A

1.13 Technical definitions

In addition to the definitions in compliance with the present Article and Article 3.3 (Part 1) of these Regulations, the "General regulations, definitions and clarifications to the Technical Regulations" (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

1.14 Safety belts

The validity of the belt homologations is extended by 5 years. The prerequisite for this is that all belts and fasteners are in perfect condition and all labels are legible.

For events abroad, the deviating or additional safety regulations of the respective ASN apply.

1.15 Seats

FIA homologated seats of standard 8855/1999 or 8862/2009 are mandatory. The age of former homologated seats may not exceed 10 years.

For events abroad, the deviating or additional safety regulations of the respective ASN apply.

2. Specific technical regulations

2.1 General

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

2.2 Engine

Classic Super Cup Group A touring car BMW 325i

Oil sump

The oil pan is exposed

2.2.1 Exhaust system

N/A

2.3 Transmission

Division III and VI - Regulations 24h Special 2003

Automatic and semi-automatic transmissions, e.g. rocker gears, are only permitted if this functional system corresponds to the series and the standard transmission housing is retained.

Otherwise, gear actuation must be purely mechanical. The participant is responsible for providing proof of this

2.4 Braking system

Carrera Cup according to regulations 2005 (Porsche 996)

The manufacturer of the brake lining is free to choose. The dimensions shall correspond to the BT brake lining.

2.5 Steering

N/A

2.6 Suspension

N/A

2.7 Wheels (Flange + rim) and tyres

Only Hankook brand tyres purchased from the German racing service C&R Motorsport may be used for all vehicles. The tyres are marked accordingly by the company C&R Motorsport.

contact address:

C&R Motorsport, Römerstraße 56

53940 Hellenthal meadows

Tel. 02447-911094

e-mail: info@crmotorsport.de

2.8 Bodywork and dimensions

a) External bodywork (including windows)

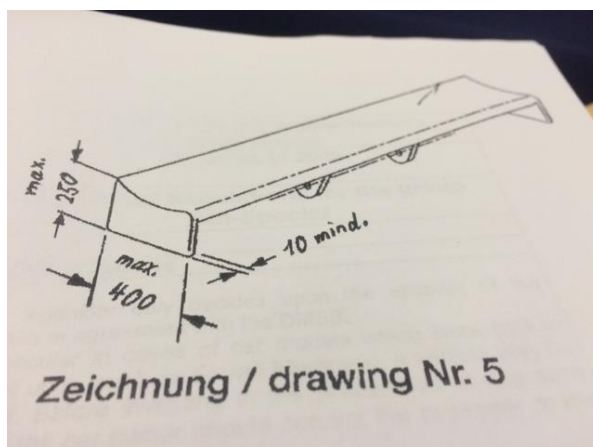
Classic Super Cup Group A Touring Car BMW 325i

The engine hood and trunk lid may be made of GRP, while retaining the original external shape. The bonnet must be fixed at at least 4 points and must be openable from the outside without the aid of tools. Furthermore, the fastening of the bonnet is optional.

Division II , III und VII Regulations 24h Special 2003

Front and rear spoilers are optional, but for non-standard or non-FIA homologated devices the following must be observed:

- Aerodynamic aids must be devices added to the original external bodywork and must not fundamentally alter the original external shape of the bodywork.
- Aerodynamic devices at the front of the car must not project more than 20 cm forward beyond the outer edge of the original bodywork.
- Aerodynamic devices at the rear of the vehicle must not project more than 40 cm rearwards beyond the outer edge of the original bodywork.
- The width of the front spoiler is limited to the dimension between the outer points of the front fenders
- The width of the entire rear spoiler with end plates is limited to the dimension between the outer points of the rear fenders minus 20%. The rear spoiler must be fitted with end plates (see drawing 5), each of which may have a maximum dimension of 400 mm x 250 mm and a thickness of at least 10 mm. The end plates must not be sharp-edged. The rear spoiler may have max. two wing profiles which must be completely between the two end plates. The wing profiles may be adjustable in steps, but not continuously and not while driving. The height of the rear spoiler must not exceed the highest point of the original roof skin (without antenna etc.).
- Standard spoilers may be removed.



Group 24h Special according to regulations 2003

For the intake air and/or cooling air of the engine, only air supply via the standard body openings and via the front spoiler permitted openings is permitted. Subsequently fitted air scoops, on any part of the bodywork, are not permitted

Division VI Classes 19-23

Material and shape of the mudguards are optional. However, the shape of the wheel cutouts - not their dimensions - must be retained. The mudguards must cover at least 1/3 of the wheel circumference and at least the entire width of the tyre. The mudguards can be provided with cooling openings. Air slots located in the wheel cover behind the rear wheels must be designed so that the tyres are not visible in the horizontal plane.

The dimensions of the mudguards are defined according to Art. 251.2.5.7 Annex J. The inside of the mudguards (not the wheel arch) is free, mechanical components may be fitted there.

Sharp-edged bodywork parts in the wheel-arch area which could damage the tyres or other rotating parts may be flanged. Noise-absorbing plastics may be removed from the inside of the wheel arches, either in whole or in part. Plastic parts in the wheel arches may be replaced wholly or partially by other parts of the same shape. Standard wheel-arch openings may be completely or partially closed, while retaining the original wheel-arch contour or basic shape.

For vehicles of Class 19-22, an air restrictor may be prescribed by the Organization, which shall be sealed.

	Front/rear	four wheel drive	Front/rear	four wheel drive
Minimum vehicle weight (kg) /	1170	1220	1250	1300
Max. permissible fuel volume(petrol)(ltr)	100	100	100	100
Max. Width of the complete wheel (inch)	11	11	12	12
Diameter air volume limiter (mm) /	37	37	39	39
Boost pressure (maximum) (mbar)	2400	2400	2500	2500
Max. Performance when recognised as a vehicle (PS)	348	348	383	383

The check of the maximum permitted engine power can be checked by the organisation of the Cup and Touring Car Trophy at any time on a dynamometer indicated by the organisation. The costs for this are borne by the participant.

The air volume limiter must be made of a metallic material and the prescribed diameter must not be exceeded at any time during the event under any temperature conditions.

All combustion air supplied to supply the engine must pass through this air volume limiter. The air volume limiter must be sealable with a wire that can be sealed by the technical commissioners. The heads of at least 2 fixing screws must be drilled so that sealing is possible.

The team is responsible for carrying two test mandrels. The test mandrels must correspond to the following dimensions. One must correspond to the real size of the air volume limiter, the second must be 0.1mm smaller than the real size of the air volume limiter. A measuring tolerance of -0.02mm is taken into account. Before testing the air volume limiter, the temperature of the test mandrel must be in the range of +/- 10 degrees Celsius to the ambient temperature.

If the seal (lead seal) is removed by repair or replacement of the turbo (during or after an event), the Technical Commissioners must be notified so that a new seal can be applied.

Division II Class 7

Division III Class 14

For certain car models or even for single individual cars, the organiser may change performance relevant parameters. Among others, the following parameters can be adjusted:

- Minimum vehicle weight
- Air volume limit
- boost pressure limit
- maximum permissible fuel volume(s) / fuel fill quantity
- Aerodynamic aids
- Ground clearance / minimum ride height / angle of attack

The series organiser reserves the right to adjust the BoP at any time during the current season and to publish it via bulletin prior to the respective event.

For vehicles in class 23 (homologation year 2009-2013) the BOP from 2018 applies. The participant must provide the proof.

Porsche 997 model year 2008

The maximum power may be 430hp.

The power measurement will be carried out before the first event at the Boemanns company in Müllenbach.

The minimum weight without fuel is 1250kg.

The weight will be determined on the scales of the Nürburgring GmbH before the first event.

The vehicles must be equipped with a restrictor orifice (diameter 57.00 mm +/- 0.02 mm).

If it is determined during the power measurement that the power is under- or exceeded, the dimension of the orifice may be adjusted.

Sealing options must be fitted to the throttle body and the engine. It must be possible to fit the seals between the throttle body and restrictor orifice, valve cover and cylinder head, as well as between the oil sump and engine block.

Each participant, for whose vehicle a maximum permissible engine power has been determined, is obliged to equip the vehicle, in case of a performance check, with a roadworthy wheel/tyre combination. A performance check with competition tyres may not be possible.

For all vehicles, the provisions of EEC Directive 80/1269 as well as the measurement tolerances of the technical regulations of the DMSB Group G Article 23.1.4 DMSB Handbook 2019, brown part, shall apply for checking the engine power.

Insofar as additional weights are required for a vehicle to achieve the prescribed minimum weight according to this invitation to tender, the additional weights are to be accommodated in the vehicle as follows:

Additional weights required must be located inside the vehicle on the passenger side in the footwell in a sheet metal container during practice and racing. This container must be attached to the floor panel and firmly screwed to it. It must be possible to close it by means of a screwable, sturdy lid and it must be possible to seal it. The weights in the container must be additionally fastened. If the lid is used to fasten the weights, it must be suitably stable, lockable with at least four fastening points and allow sealing.

Class 24 and 25

Porsche 997 years of construction 2005-2007 and 2008-2009

The maximum power may be 430 hp.

The power measurement will be carried out at the Boemanns company in Müllenbach before the first event.

The minimum weight without fuel is 1.250kg.

The weight will be determined on the scales of the Nürburgring GmbH before the first event.

The vehicles must be equipped with a restrictor screen (diameter 57.00 mm +/- 0.02 mm). If it is determined during the power measurement that the power is under- or exceeded, the dimension of the aperture can be adjusted.

The Cup and Touring Car Trophy organisation will decide on further necessary adjustments for equal opportunities.

Sealing options must be fitted to the throttle body. It must be possible to fit the seals between the throttle body and restrictor orifice, valve cover and cylinder head.

Each participant for whose vehicle a maximum permissible engine power has been specified is obliged to equip the vehicle, in the event of a performance check, with a roadworthy wheel/tyre combination. A performance check with competition tyres may not be possible.

For all vehicles, the provisions of EEC Directive 80/1269 as well as the measurement tolerances of the technical regulations of the DMSB Group G Article 23.1.4 DMSB Handbook 2019, brown part, apply for the verification of the engine power.

Insofar as additional weights are required for a vehicle to achieve the prescribed minimum weight according to this invitation to tender, the additional weights are to be accommodated in the vehicle as follows:

Additional weights required must be located inside the vehicle on the passenger side in the footwell in a sheet metal container during practice and racing. This container must be attached to the floor panel and firmly screwed to it. It must be possible to close it by means of a screwable, sturdy lid and it must be possible to seal it. The weights in the container must be additionally fastened. If the lid is used to fasten the weights, it must be suitably stable, lockable with at least four fastening points and allow sealing.

Division Super 2000

The minimum weight of the competition vehicle including driver, dressed with full racing equipment, is:

For vehicles with front-wheel drive and original gearbox according to Group N homologation: 1110 kg

For vehicles with front-wheel drive and gearbox according to VK Super 2000 homologation: 1140 kg

For vehicles with rear-wheel drive and original gearbox according to Group N homologation: 1140 kg

For vehicles with rear-wheel drive and gearbox according to VK Super 2000 homologation: 1170 kg

The competition vehicle must comply with this minimum weight at all times during the event, especially when crossing the finish line. It is permitted to add ballast consisting of one or more parts to the vehicle in order to comply with the weight regulations.

This ballast must consist of fixed elements, fastened by means of tools on or under the floor of the passenger compartment or the luggage compartment and must have the possibility to be sealed. They must be clearly visible and sealed by the Technical Commissioners.

The ballast shall be attached to the chassis with fixing bolts of category 8.8 having a minimum diameter of 8 mm and with reinforcing plates as shown in drawing 253-52.

A minimum contact area of 40 cm² between the chassis and the reinforcement plate is prescribed for each attachment point.

The series organiser reserves the right to adjust the minimum weights at any time during the current season and to publish them in a bulletin before the respective event.

All classes

The application of tinted films to the headlamps and the use of coloured bulbs in the headlamps is prohibited in all divisions and groups. Contemporary coloured bulbs or headlamps that were available for the vehicle are permitted. The onus of proof lies with the vehicle owner. Only transparent colourless foil is permitted as splinter protection on the headlights.

b) Cockpit

N/A

c) Additional accessories

N/A

2.9 Aerodynamic devices

N/A

2.10 Electrical equipment

N/A

2.11 Fuel circuit

Division II and III Regulations 24h Special 2003

The fuel tank may be accommodated within the passenger compartment subject to the following provisions:

- a) Installation position behind the front edge of the standard rear seat bench or heel plate
- b) Only FT3, FT 3.5 or FT5 stitch tanks are permitted. If a FT3, FT 3.5 or FT 5 safety tank is installed, this must comply with Art. 253.14 or 259.6.3.
- c) Fastening to the bodywork with metal strips at least 40 mm wide and 2 mm thick, twice longitudinally and once transversely to the longitudinal axis of the vehicle.
- d) Liquid-tight partition wall or box made of FGK or aluminium is mandatory.
- e) The tank must also be protected by a shock-absorbing layer at least 15 mm thick. The foam shall have a minimum density of 35 kg/m³.
- f) Filling of the fuel tank is only permitted from the outside.
- g) All fuel lines must comply with the currently valid regulations according to Article 253-3.2.
- h) Within the passenger compartment the fuel lines must be continuous (not cut into pieces).
- i) The filler neck may be located at a suitable point on the body except the roof. For the purpose of fitting the tank filler necks, the rear side windows may be replaced by polycarbonate windows at least 5 mm thick and bearing approval marks. The shape and position must correspond to the original rear side window.
- j) Field of vision for manufacturer's name and date of manufacture shall be provided.
- k) A non-return valve shall be fitted in the filler pipe.
- l) There shall be two diagonal struts (cross struts) or equivalent struts in the main yoke of the rollover device.

- m) It is permitted to cut the floor of the vehicle to the necessary size for installation of the fuel tank. The cut-out area of the vehicle floor may be max. 2 cm larger on all sides than the area projected from above of the installed fuel tank. It is not permitted to remove any supporting parts or double sheets.

Accommodation with trunk

- a) Only FT3, FT 3.5 or FT5 stitch tanks are permitted. If an FT3, FT 3.5 or FT 5 safety tank is installed, this must comply with Art. 253.14 or 259.6.3.
- b) Fastened to the bodywork with metal straps at least 40 mm wide and 2 mm thick, twice longitudinally and once transversely to the longitudinal axis of the vehicle. The straps must be passed around the box. As an alternative to the straps, they can also be attached to the foot of the box with at least 10 screws of size M8 or 16 screws of size M6.
- c) Liquid-tight partition wall or box made of FGK or aluminium is mandatory. The filler neck may be located at a suitable point on the body except for the window panes and the roof. For the purpose of fitting the tank filler necks, the rear side windows may be replaced by polycarbonate windows at least 5 mm thick and bearing approval marks. The shape and position must correspond to the original rear side window. The filler pipe must be flexible (e.g. rubber) and double-walled.
- d) Filling of the fuel tank is only permitted from the outside.
- e) Field of vision for manufacturer's name and date of manufacture must be available.

2.12 Lubrication system

Carrera Cup according to regulations 2005 (Porsche 996)

The manufacturer and the viscosity of the lubricants (engine and gearbox) is optional.

2.13 Data transmission

A permanent transponder is mandatory for all participants. Participants (guest starters) who do not have their own permanent transponder must pay a rental fee for the transponder per event.

2.14 Miscellaneous

The use of tire heating blankets in the pre-start area and in the pre-start is not allowed!

Part 3 Attachments/Drawings

N/A