



Framework tender for circuit series in automobile racing

(As of 30.01.2026)

Name of the series:

Historic Championship '81

DMSB Permit Number:

956/26

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 the Historic Championship '81 and is advertised and held as a national racing series. FHR hands over the organisation and staging of the Historic Championship '81s to HISTORIC RACE EVENTS GmbH, hereinafter referred to as HRE.

Historic Championship '81 is part of the German Historic Automobile Racing Championship.

Organiser: 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 office)
 - 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. Entries**
 - 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. Scoring**
 - 8.1 Points table
 - 8.2 Equal points
- 9. Private trainings and tests**
- 10. Document acceptance**
 - 10.1 Schedule / Document Acceptance
 - 10.2 Driver briefing

- 11. Technical scrutineering/technical inspections**
 - 11.1 Repair, sealing and marking of vehicle parts
 - 11.2 Technical Acceptance / Technical Control

- 12. Race**
 - 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 Pit Stop
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 Fuel checks
 - 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 Power transmission
- 2.4 Brakes
- 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 transfer
- 2.14 Miscellaneous

Part 3 Attachments/Drawings

This call consists of 20 pages.

Part 1 Sporting Regulations

1. Introduction

The "Historic Championship '81" series will be conducted in accordance with the provisions of the International Sports Law and its annexes (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 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 '81 for the year 2026.

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 has been approved by the German Motor Sport Federation on 30.01.2026 under Reg. No.: 956/26.

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

Organization:

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

Ricardo 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
Gaspere Rizzuto (Technischer Kommissar) – SPA11402637
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 the length of the course, race duration, number of laps and marshals 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 one or more drivers can apply for admission to participate in the Historic Championship '81 using the registration form issued.

The completed and signed registration form must be sent by March 1, 2026 to the following address: Historic Race Events GmbH Karlstraße 91A 53604 Bad Honnef

The series 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 '81 are carried out (block entry).

The series organizer reserves the right not to hold the Historic Championship '81 series if there are fewer than 40 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 390.00 Euro per rider incl. 19% VAT.

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).

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 series 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 2026 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 DMSB National Applicant and Driver Licence valid for the year 2026 or another ASN affiliated with the FIA, 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 2026 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 register with the driver must have a company or club applicant licence from the DMSB or another ASN affiliated with the FIA for the year 2026 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 at the same time function of an applicant can achieve this by acquiring a "DMSB Sponsor Card for Companies, Clubs, Teams".

d) Guest drivers

The Historic Championship '81 can be a guest driver 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.

e) Age regulation

in accordance with the valid DMSB circuit regulations

5.2 Conditions for applicants outside their national territory

Eligible to participate in events with National A status DMSB licensee as well as licensees of another ASN affiliated to the FIA 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	by	to	Route	Land
SPA Summer Classic	24.04.2026	26.04.2026	SPA Francorchamps	BE
Nürburgring Classic	12.06.2026	14.06.2026	Nürburgring Grand-Prix	OF
53rd Belmot Oldtimer Grand Prix	07.08.2026	09.08.2026	Nürburgring Grand-Prix	OF
ADAC Hansa Racingday	11.09.2026	13.09.2026	Circuit Assen	Contact
SPA SIX HOURS	24.09.2026	26.09.2026	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

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) Startart

The races are started with a rolling start (Indianapolis start).

d) Ranked races

The ranked runs last at least 40 minutes. The finish line applies both on the track and in the pit lane.

e) Transponder

All cars of registered teams need a permanent transponder with its own ID number, which will work on all race tracks of the 2026 season.

Rental transponders for visiting teams cost a rental fee per event.

8. Scoring

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 full points if at least 50% of the planned distance has been driven. The participation point will not be cancelled.
- (4) Only registered teams that have competed in at least three races will be counted for the Historic Championship '81.
- (5) There will be a drivers' classification. All drivers who have competed in a race together on a vehicle receive the same points. The drivers must be named in the entry.
- (6) The drivers must be named in the series registration.
- (7) If three drivers are named on a vehicle, the minimum driving time of each driver must be 25% of the total driving time of this vehicle. If the minimum driving time of a driver is not reached, only the participation points of the race will be counted for all drivers of a vehicle.
- (8) The following points will be awarded per race depending on the number of vehicles in the respective class (guest teams will be considered):
Formula: $((\text{Number of teams} - \text{position} + 0.5) : \text{Number of teams}) \times 10$
- (9) Each team that has driven a timed lap in qualifying/qualifying will receive an additional participation point.
- (10) In case of disqualification, the serial registration fee or the entry fee will not be refunded. Furthermore, no championship points will be awarded.
All races are counted for the championship. If a team runs all races, the worst race run is deducted as scratch results. The participation points of all races remain unchanged. A disqualification cannot be used as a scratch result.

If a driver uses two cars in one race, the series operator must be informed before the first qualifying which car will be included in the classification. Only one vehicle can be scored.

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 and tests

not applicable¹⁰. 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 briefing

the location of the driver's briefing is listed in the respective event announcement

Established non-participation or complete participation in the drivers' 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 (incl. start numbers / mandatory advertising) and must comply with the applicable technical regulations.

The following vehicle documents must be presented:

- Historic Technical Passport (DMSB oder FIA)
- Homologation sheet
- Certificate for roll-over device, if applicable
- Certificate of Condition 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 announcement of the respective event or notice

12. Race

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 at the Start from the Pit Area

A mandatory pit stop is mandatory at every race. The prescribed passage time for the mandatory pit stop is usually 180 seconds, exceptions to this rule will be sent in good time with the entry confirmation.

Race duration 50, 60 or 90 min

The mandatory pit stop must be started in a time window calculated as follows: Formula: Driving time / 2 +/- 15 min. (pit-in). For example, with a driving time of 90 minutes, the mandatory pit stop begins at minute 30 and ends at minute 60 after the start of the race, i.e. the 180/240 second mandatory pit stop must be started in this time window.

Mandatory passage time and mandatory pit stops for teams of 3 drivers:

Two mandatory pit stops are required for each race. The prescribed passage time for the mandatory pit stop is 90/120 seconds. The time of the mandatory pit stop is set out in point 6.2.7.

A mandatory pit stop not started in this time window is considered not to have been carried out and will be punished with 3 penalty loops (timed laps minus 3). If a vehicle is already in the pit lane before the mandatory pit stop window and completes the 180/240 second 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, two race laps will be deducted from the result. Each participant is responsible for keeping to the specified time for the mandatory pit stop. If there is a safety car or an FCY phase within the mandatory pit stop window, the mandatory pit stop is still considered to have been carried out.

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 according to all races in the Historic Championship '81 minus the scratch results, the Title:

Class Winner Historic Championship '81

The driver with the highest number of points within his division after all races in the Historic Championship '81 minus the scratch results receives the title:

Champion Historic Championship '81

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.

In addition, there are the following number of cups 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 DMSB:

Status National A: 300 €

Appeal deposit – payable to the DMSB:

Status National A €1,000

(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 Historic Championship '81, 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 or 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 '81, only vehicles that meet the technical requirements of these regulations will be used.

Registered vehicles and class classification

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

Division I

GT/GTS/GTP – Period E+F (1947-1965)

Class 1 up to 1300 cc

Class 2 over 1300 cc to 1600 cc

Class 3 over 1600 cc to 2500 cc

Class 4 over 2500 cc

Division I

Tourenwagen Period E+F (1947-1965)

Class 5 up to 1300 cc

Class 6 over 1300 cc to 1600 cc

Class 7 over 1600 cc to 2500 cc

Class 8 over 2500 cc

Division II

GT/GTS/GTP Period G (1966-1971)

Class 20 to 1300 cc

Class 21 over 1300 cc to 1600 cc

Class 22 over 1600 cc to 2000 cc

Class 23 over 2000 cc to 2500 cc

Class 24 over 2500 cc

Division II

Touring Car Period G (1966-1971)

Class 25 to 1300 cc

Class 26 over 1300 cc to 1600 cc

Class 27 over 1600 cc to 2500 cc

Class 28 over 2500 cc

Division II

Trans Am vehicles period G (1966-1971)

Class T22 (TA/O) over 2000 cc

Division III-H1

Touring Car and GT Period H1 (1972-1975)

Class 30 over 1300 cc to 1600 cc

Class 31 over 1600 cc to 2500 cc

Class 32 over 2500 cc to 3000 cc

Class 33 over 3000 cc

Division III-H1-2

Porsche Carrera RS with narrow body of the period H1

Class 34 to 3000 cc

Division III-H2

Touring Car and GT Period H2 and I (1976-1981)

Touring Car Group A Period J1 (1982 to 1987)

Class 35 over 1300 cc to 1600 cc

Class 36 over 1600 cc to 2500 cc

Class 37 over 2500 cc to 3000 cc

Class 38 over 3000 cc

Division IV

TSRC vehicles of the periods E to GR (until 1971)

Class 40 to 2000 cc

Class 41 over 2000 cc by invitation only

Invitation class (without rating and by invitation only)

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

Class 91 Sports2000

Vehicles for **Division III-H1-2** are grouped by the serial operator. This division is intended for Porsche Carrera RS with a narrow body.

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 of the technical regulations (DMSB manual, blue part), see also Article 1.11 Safety equipment for events abroad
- These Technical Regulations
- Appendix K to the FIA's International Sporting Law (ISG)

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.

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

In accordance with Annex K of the FIA ISG.

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 vehicles and start numbers must be adhered to (see DMSB manual, blue part).

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

The following advertising regulations apply:

- (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 in accordance with the instructions 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 according to Art. 266 Annex J (ISG), which corresponds to DIN EN 228, or diesel fuel according to Art. 266 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 Fuel checks

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

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 to fill up 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.
- During the refueling process, the mechanic performing the refueling process must wear fireproof safety clothing.

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, orange part) and the definitions set out in 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.

Anything not expressly permitted by these regulations is prohibited.

Permitted changes must not result in any unauthorized changes or violations of the regulations.

2.2 – 2.6

deleted

2.7 Tires

Rain tires

The following additional tyres will be released:

Fabrikat: P7 Corsa Classic Wet W7

In the dimensions:

165/60-13

225/45-13

235/45-15

295/40-15

235/40-17

225/45-16“

The Div. I vehicles can also drive Avon tyres in designated wet races.

2.8 – 2.12

deleted

2.13. Data transfer

Radio communication/data exchange between driver and pit crew is not permitted.

2.14 Miscellaneous

deleted

Part 3 Attachments/Drawings

deleted