



Framework invitation to tender for circuit series in motorsport

(as at 18 December 2024)

Name of the series:

1300 ETC

DMSB authorisation number:

288/24

Status of the series/events: National A

The 1300 ETC (1300 European Touringcar Challenge) offers all those interested in historic motorsport the opportunity to compete against their peers on the track with their racing touring car or GT up to a maximum of 1300cc and to spend a great weekend together in a community.

The 1300 ETC is for vehicles up to and including Appendix J 1981 and in the "John Cooper SPi Trophy" for Mini Cooper SPi according to Gr. N from 1991 - 1996.

Tenderer / Organisation: BMT Racing UG (haftungsbeschränkt)
Junkerstrasse 22b
42699 Solingen

Contact person: Bernd Degner / Michael Wolf / Thorsten Babon

Mobil-Nr.: 0162-6084011

Homepage :www.1300etc.de

e-mail: info@1300etc.de

Table of contents:

Part 1 Sporting regulations

- 1. Introduction**
- 2. Organisation**
 - 2.1 Details on the titles and predicates of the series
 - 2.2 Name of the responsible ASN
 - 2.3 ASN visa/authorisation number
 - 2.4 Name of the organiser/promoter, address and contact details (permanent office)
 - 2.5 Composition of the Organising Committee
 - 2.6 List of officials (permanent sports officials)
- 3. provisions and legal basis of the series**
 - 3.1 Official language
 - 3.2 Responsibility, changes to the invitation to tender, cancellation of the event
 - 3.3 General definitions
- 4. mentions**
 - 4.1 Enrolment/registration, closing date and obligation to participate
 - 4.2 Entry fee for the season and per event
 - 4.3 Start numbers
- 5. licences**
 - 5.1 Required licence levels
 - 5.2 Conditions for applicants outside their national territory
- 6 Insurance, exclusion of liability and waiver**
 - 6.1 Insurance of the organiser/promoter
 - 6.2 Declarations by the competitor, driver and co-driver on the exclusion of liability, waiver by the vehicle owner
- 7. Events**
 - 7.1 Series diary
 - 7.2 Maximum number of authorised vehicles
 - 7.3 Organisation of the competitions
 - a) Training
 - b) Qualification
 - c) Start types
 - d) Scoring runs
- 8. evaluation**
 - 8.1 Points table
 - 8.2 Equal points
- 9. Private training and tests**
- 10. document acceptance**
 - 10.1 Timetable
 - 10.2 Driver briefing
- 11. Technical acceptance/technical inspections**
 - 11.1 Repair, sealing and labelling of vehicle parts
 - 11.2 Technical scrutineering before the start and final scrutineering: location and schedule

- 12. race**
 - 12.1 Use of rain tyres
 - 12.2 Max. Number of persons working on one vehicle and safety equipment
 - 12.3 Box stop safety and the applicant's responsibility 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 the technical regulations
- 1.3 General information/Preamble
- 1.4 Driver's equipment
- 1.5 General provisions, authorised modifications and installations
- 1.6 Vehicle minimum weights and ballast
- 1.7 Displacement factor for turbocharged engines
- 1.8 Exhaust gas regulations
- 1.9 Noise regulations
- 1.10 Advertising on driver's equipment/competition vehicle and start numbers
- 1.11 Safety equipment
- 1.12 Fuel and, if applicable, standardised fuel
 - 1.12.1 Fuel checks
 - 1.12.2 Refuelling, tank systems and inspection
- 1.13 Definitions Technology

2. Special technical provisions

- 2.1 General information
- 2.2 Motor
 - 2.2.1 Exhaust system
- 2.3 Power transmission
- 2.4 Brakes
- 2.5 Steering
- 2.6 Wheel suspension
- 2.7 Wheels (wheel disc + rim) and tyres
- 2.8 Body and dimensions
 - a) Exterior bodywork (incl. windows)
 - b) Passenger compartment/cockpit
 - c) Additional accessories
- 2.9 Aerodynamic aids
- 2.10 Electrical equipment
- 2.11 Fuel circuit
- 2.12 Lubrication system
- 2.13 Data transmission
- 2.14 Other

Part 3 Appendices/Drawings

This invitation to tender consists of 20 pages.

Part 1 Sporting regulations

1. Introduction

The 1300 ETC Series is organised in accordance with the provisions of the International Sporting Code and its Appendices (the Code), the FIA General Regulations for Circuit Racing and the National Competition Regulations of the (ASN). It will take place in accordance with the Competition Regulations and the Technical Regulations of the series, the Technical Regulations being in accordance with the safety provisions of Appendix J of the FIA (Article 253).

The competitions are organised in accordance with the DMSB Event and Circuit Regulations, unless otherwise specified below or in the respective event announcement.

2. Organisation

2.1 Details on the titles and predicates of the series

BMT Racing UG (haftungsbeschränkt), hereinafter referred to as the series organiser, invites tenders for the 1300 ETC for the year 2024.

2.2 Name of the responsible ASN

DMSB - Deutscher Motor Sport Bund e.V.
Hahnstrasse 70
60528 Frankfurt am Main
E-mail: international_series@dmsb.de

2.3 ASN visa/authorisation number

The advertised series with the present sporting and technical regulations is approved by the German Motor Sport Federation on 18 December 2023 under reg. no.: 288/24.

2.4 Name of the organiser/promoter, address and contact details (permanent office)

BMT Racing UG (limited liability), Junkerstraße 22b, 42699 Solingen
Email: info@1300etc.de

Contact person:

Managing Director

Bernd Degner
Heidestr. 22, 51381 Leverkusen
Mobile: +49 172 2092492
Email: bd@1300etc.de

Organisation

Thorsten Babon
Diepenbrucher Str. 11, 42697 Solingen
Mobile: +49 162 6084011
Email: tb@1300etc.de

Secretariat

Annette Babon - Licence no.: SPA1179155
Diepenbrucher Str. 11, 42697 Solingen
Mobile: +49 171 2135718
Email: ab@1300etc.de

2.5 Composition of the Organising Committee

Bernd Degner
Michael Wolf
Thorsten Babon
Annette Babon
Tabea Weydt
Stefan Kürten

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

Lars Vaupel (Technical Commissioner) Licence no.: SPA1040893

3. provisions and legal basis of the series

This series is subject to the following provisions:

- International Sporting Code of the FIA (ISG) with annexes
- DMSB Event Regulations
- DMSB circuit regulations
- DMSB licence regulations
- Legal and Procedural Regulations of the DMSB (RuVO)
- Legal and procedural rules of the FIA
- Decisions and regulations of the DMSB
- Environmental guidelines of the DMSB
- Anti-doping regulations of the national and international anti-doping agency (WADA/NADA Code) and the anti-doping regulations of the FIA
- Sporting and Technical Regulations of this series with the amendments and supplements (bulletins) approved by the DMSB
- Announcements of the events with possible changes and additions (bulletins)
- the Code of Ethics and Code of Conduct of the FIA and the Code of Ethics of the DMSB
- the other regulations of the FIA and the DMSB

3.1 Official language

German

Only the German text of the regulations approved by the DMSB is binding.

3.2 Responsibility, changes to the invitation to tender, cancellation of the event

- (1) Participants (=applicants, drivers, passengers, vehicle owners and keepers) take part in the event at their own risk. They bear sole responsibility under civil and criminal law for all damage caused by them or the vehicle used by them, unless an exclusion of liability is agreed in accordance with this invitation to tender.

- (2) The announcement may only be changed by the authorising body. From the start of the event, changes in the form of bulletins may only be made by the stewards of the event, but only if necessary for reasons of safety and/or force majeure or by order of the authorities or if the information contained in the invitation to tender concerning the length of the course, race duration, number of laps and stewards or obvious errors in the invitation to tender are concerned.
- (3) The organiser 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, insofar as the calendar is affected; claims for damages or fulfilment are excluded in this case.

3.3 General definitions

With the 1300 ETC, BMT Racing UG (haftungsbeschränkt) would like to offer the numerous We offer interested parties the opportunity to take part in motorsport with like-minded people in touring cars and GT vehicles from the 60s and 70s with a maximum engine capacity of 1300cc.

The 1300 ETC is a reminder of the heyday of touring car racing in the 60s and 70s. However, the aim is not just to set sporting accents. Participation is to be given a much higher priority than success. This is one of the reasons why great importance is attached to team spirit and friendly interaction. Dogged success strategists are not called for in this series.

In principle, the vehicles must comply with the technical regulations of the 1300 ETC (see Part 2, Point 1.2 - General/Preamble).

In accordance with the International Sporting Code, the driver/applicant is solely responsible for compliance with the Technical Regulations. Changes and additions to these regulations are also possible during the season and require the approval of the DMSB.

4. mentions

4.1 Enrolment/registration, closing date and obligation to participate

Enrolment in the 1300 ETC takes place via the enrolment form, which can be downloaded from www.1300etc or sent by e-mail.

The 1300 ETC reserves the right to limit the number of registrations. The number of starters for the individual events depends on the organiser and is defined in the respective event announcement. The order in which entries are received determines admission. The entry deadline set by the organiser must be adhered to.

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

BMT Racing UG (limited liability)

Junkerstrasse 22b

42699 Solingen

E-mail: info@1300etc.de

Registered participants receive a discount on the entry fee for the individual races.

Participants are responsible for the correct and complete entries for the respective event. Event entries must be made on the entry forms provided by BMT Racing UG (haftungsbeschränkt) for the entry fee and must be addressed to the latter.

Guest drivers can also take part in the races in accordance with the conditions of the respective events. Registered participants have priority over guest drivers when registering for an event.

BMT Racing UG (haftungsbeschränkt) / 1300 ETC reserves the right to refuse entries without giving reasons.

The series organiser reserves the right not to hold the 1300 ETC series if fewer than 10 participants are registered.

4.1.1 Renaming

In the event that a named vehicle suffers a technical failure / defect / accident during free practice or qualifying and repair / restoration of the vehicle is not possible until the race due to the damage, the applicant / driver has the right to rename a new / different vehicle of the same class and prior approval by the Technical Commissioner of the series, even after the closing date for entries.

The technical commissioner of the race series will determine whether a repair / overhaul is possible in the time remaining until the start of the race.

This written confirmation/statement must be submitted by the applicant/driver/participant to the organiser of the event in question and to the Chairman of the Stewards.

4.2 Entry fee for the season and per event

The registration fee/entry fee and any deposit are due upon enrolment. The following registration fees/entry fees must be paid by the participant:

The registration fee for the 1300 ETC championship is € 360.00 for drivers and teams (2 drivers / 1 car).

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

Accepted participants will receive a written confirmation of enrolment.

The series organiser reserves the right to refuse registrations, stating reasons.

4.3 Start numbers

The participants receive permanent start numbers for the entire season from the series organiser.

5. licences

5.1 Required licence levels

a) Driver

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 Candidate and Driver Licence valid for 2024 from the DMSB or another ASN affiliated to the FIA, with the levels

International licence level A (ITA)

International Licence Level B (ITB)

International licence level C-Circuit (ITC-C)

International Licence Level D-Circuit (ITD-C)

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

National licence level A

b) Applicants

Applicants registering with the driver must hold an International Company or Club Applicant Licence from the DMSB or another FIA-affiliated ASN for 2024 and have paid the registration fee.

c) DMSB Sponsor Card

Sponsors or name givers who wish to be named in the official programme section as well as in the entry, starter and results lists in addition to the driver's name, without simultaneously assuming the function of a competitor, can achieve this by purchasing a "DMSB Sponsor Card for Companies, Clubs, Teams".

d) Guest driver

The 1300 ETC can be used by guest riders with a valid

International or national applicant and driver licence in accordance with Art. 5.1 to the scoring runs. If they fulfil the conditions of the series announcement and the announcement for the respective event, they can participate outside the points classification. The registered participants have priority starting authorisation.

Special provisions/rules for guest starters

The 1300 ETC reserves the right to charge a higher entry fee for guest starters.

e) Age regulation

according to the valid DMSB licence regulations

5.2 Conditions for applicants outside their national territory

DMSB licence holders and licence holders of another ASN affiliated to the FIA are eligible to participate in the events and receive points for this series.

For all events, foreign applicants/drivers require the approval of their own ASN.

This foreign start authorisation must be presented by the applicant/driver in German or in English at the document inspection.

6. insurance; exclusion of liability and waiver

6.1 Insurance of the organiser/promoter

according to DMSB event regulations

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

according to DMSB event regulations

7. Events

7.1 Series diary

05 - 07 April 2024	Prize of the City of Stuttgart Hockenheimring
03 - 05 May 2024	Historic Tour Dijon
07 - 09 June 2024	ADAC Hansa Assen
04 - 07 July 2024	Fun Cup Weekend Spa
20 - 22 September 2024	Fun Cup Weekend Anneau Du Rhin
04 - 06 October 2024	RGB season finale, Nürburgring GP
Subject to change without notice	

7.2 Maximum number of authorised vehicles

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

7.3 Organisation of the competitions

a) Training

N/A

b) Qualification

Two timed qualifications totalling at least 20 minutes are required per event. minutes. The best result from both qualifications will be used for the Starting grid from race 1.

Each driver must complete at least one timed practice lap(s). If proof of this is not provided, admission to the race may be refused.

c) Start types

The races will start as follows:

- Rolling start (Indianapolis start)

d) Scoring runs

A maximum of two scoring runs of max. 30 minutes or one scoring run of max. 61 minutes are allowed per event.

If there are two races, the result of race 1 will be used for the starting grid of race 2.

The finish line applies both on the track and in the pit lane.
After the time has elapsed, the leader is waved off.

7.4 Compulsory pit stop

61 minute race

A mandatory pit stop is required during the race. The prescribed standing time for the mandatory pit stop is 80 seconds. The time window for this mandatory pit stop as well as the prescribed minimum time for the mandatory pit stop with entry and exit of the pit lane and compliance with the prescribed maximum speed will be announced for the respective event with the respective entry confirmation or the event announcement. The time window for this mandatory pit stop starts at the 15th minute and ends at the 40th minute of the race. A mandatory pit stop not carried out within this time window is deemed not to have been carried out and is subject to a time penalty of at least 3 minutes. A pit stop begins when the driver crosses the white line (diagonally) at the pit entrance and ends when the driver crosses the white line (diagonally) at the pit exit. After crossing the white line at the pit exit, the pit stop is only considered to have been completed if it began after the 15th minute. Participants who contest the race with two drivers may make a driver change during the mandatory pit stop.

For participants who fall short of the time specified in the invitation to tender, the following applies

the following regulation:

- 5 seconds time penalty per second under the time limit
- Each participant is responsible for adhering to the specified time for the mandatory pit stop.
- If a safety car, Code 60 phase or FCY phase is within the mandatory pit stop window, the mandatory pit stop is still deemed to have been carried out.
- If it is established that a driver change has not been carried out (the basis for this is the named drivers after completion of the document inspection or cancellation of a driver due to illness before the start of the race), both drivers will be reported to the stewards after the respective race and excluded from the championship. The stewards will decide on this matter. The pit stop and the driver change must be signed off on the race card by the marshals in the pit lane. This route card will be issued at the document inspection and must be returned to the 1300ETC organisation immediately after the race. No points will be awarded for the corresponding race in the 1300ETC classification if the race card is not returned.
- This rule applies explicitly to a mandatory pit stop in a 61-minute race.
- For participants who have a so-called professional, well-known driver or semi-professional driver (this includes professional racing drivers, former professional racing drivers and drivers who, among other things, earn their living by racing; (the decision on this lies with the series organiser) as an additional driver on the vehicle, the following rule applies: The professional driver or semi-professional driver may complete a maximum of 50% of the race distance. The driving time either begins with the release of the race and ends with the start of the mandatory pit stop, or begins with the end of the mandatory pit stop and ends when crossing the start-finish line at the flag of the race. Offences against this will be penalised as follows:
 - The stewards will demote the driver pairing by 5 places in the final result of the event in question.
 - Registered participants will not receive any points in the 1300ETC classification.

8. evaluation

8.1 Points table

The winner of a race is the participant who has covered the distance with his vehicle in the shortest time, taking into account all penalties.

All participants who have started will be counted as long as they have covered at least 75% of the distance of the class winner.

If the distance is shortened or a race is cancelled and not resumed, participants will receive the following points:

at least 75% of the planned distance = 100% of the points
 at least 50% of the planned distance = 50% of the points
 less than 50% of the planned distance = 0 of the points

Scoring will only take place if at least 2 participants have started the race in the respective class.

Classes with fewer than 2 participants can be merged with the next highest cubic capacity class in the same period for the classification. If this is not possible, they can be merged with the same cubic capacity class within the periods 1965-1981.

The number of participants in the class also includes those participants who are in the lap or on the first lap of the race, even if they are not in the starting grid. result are shown as started participants.

The following points are awarded for the scoring runs:

$$\frac{\text{Starter in the class (group)} + 0.5 - \text{Place in the class (group)}}{\text{Starter in the class (group)}} \times 10$$

In addition, 1 additional point is awarded for participation (recorded training).

Two scratch results are taken into account for the final classification. A disqualification or non-participation in an event cannot be used as a scratch result.

In cases where a subsequent correction is necessary due to an obvious mistake or error after publication of the championship or series classification by the series organiser, this can be made by the series organiser. Complaints regarding the series classification must be addressed to the series organiser. There is no right of appeal against the decision of the series organiser.

8.2 Equal points

If there is a tie between several drivers in the final evaluation, the greater number of first, then second and further places in all the races held will decide.

9. Private training and tests

N/A

10. document acceptance

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

- Entry confirmation
- Applicant licence/DMSB sponsor card
- Driver licence
- Foreign start authorisation from the home ASN
- Medical certificate of suitability

10.1 Timetable for document approval

See announcement of the respective event or notice board

10.2 Driver briefing

The location of the drivers' briefing is specified in the respective event announcements

Non-participation or incomplete participation (according to the list of signatures) will result in a fine of 100 euros without special criminal proceedings.

11 Technical acceptance/technical inspections

The drivers or persons authorised by them must appear at the scrutineering 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) and must comply with the applicable technical regulations.

The technical vehicle approval does not mean that an approved vehicle complies with all points of the valid regulations.

Only vehicles that fully comply with the specified regulations will be permitted to participate. Only vehicles that have either a DMSB car passport (for foreign participants, the registration document of the relevant ASN will be accepted), a national or international HTP or a proper road licence will be admitted. Recognised homologation sheets from the ONS/DMSB or another ASN must be presented.

The following vehicle documents must be submitted:

- Car passport or vehicle registration certificate/registration certificate part I
- Homologation sheet
- Certificate for rollover device (for vehicles with certificate cage)

11.1 Repair, sealing and labelling of vehicle parts

N/A

11.2 Timetable for technical acceptance/technical inspections

See the respective event announcement or notice board

12. race

12.1 Use of rain tyres

According to DMSB circuit regulations.

The competitor/driver is responsible for the use of rain tyres.

12.2 Max. Number of persons working on a vehicle and safety equipment

A maximum of 4 persons are authorised to work on the vehicle.

A maximum of 2 persons are permitted for refuelling (1 person refuelling, 1 person with fire extinguisher).

12.3 Pit stop safety and the applicant's responsibility at the start from the pit area

see announcement of the respective event

13. titles, prize money and trophies

13.1 Title overall winner

The driver with the highest total number of points after all the races in the individual divisions (1 - 10) is awarded the title:

Master of the 1300ETC

13.2 Prize money and trophies

N/A

14. protest and appeal

In the case of protests and appeals, the FIA International Sporting Code, the DMSB Event Regulations, the DMSB Legal and Procedural Regulations and, in the case of appeals to the FIA, the FIA Legal and Procedural Regulations shall apply.

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

Appeal deposit - payable to the DMSB:
Status National A 1.000,00 €

Appeal deposit - payable to the FIA: € 6,000.00

(Protest and appeal deposits are exempt from VAT)

15. exclusion of legal recourse and limitation of liability

(1) In the event of a decision by the FIA, DMSB, their jurisdiction, the stewards, the series organiser or the organiser 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 authorised representatives of the DMSB and the series organiser, except in the case of intentional or grossly negligent damage.

16. TV rights/advertising and television rights

All copyrights and image rights are owned by BMT Racing UG (haftungsbeschränkt) including images taken from television broadcasts of the 1300 ETC.

All television rights of the 1300 ETC, both for terrestrial transmission and for cable and satellite television transmission, all video rights and all rights for utilisation by all electronic media, including the Internet, are held by BMT Racing UG (haftungsbeschränkt).

Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of BMT Racing UG (haftungsbeschränkt).

By submitting the entry/registration, the participant recognises that BMT Racing UG (haftungsbeschränkt) receives all rights to the promotional use of the races and the sporting

successes without restriction in the form of words and images, without separate payment of a fee.

17 Special provisions

There are no further special series regulations.

Part 2 Technical regulations

1. technical specifications of the series

1.1 Overview of the advertised groups/classes

Class 1: TC / GT up to 1965 and max. 1000cc

Class 2: TC / GT up to 1965 and max. 1150ccm

Class 3: TC / GT up to 1965 and max. 1300ccm

Class 4: TC / GT up to 1965 and max. 1000cc

Class 5: TC / GT up to 1971 and max. 1000ccm

Class 6: TC / GT up to 1971 and max. 1150ccm

Class 7: TC / GT up to 1971 and max. 1300ccm

Class 8: TC / GT up to 1975 and max. 1000cc

Class 9: TC / GT up to 1975 and max. 1150ccm

Class 10: TC / GT up to 1975 and max. 1300ccm

Class 11: TC / GT up to 1976 and max. 1000ccm

Class 12: TC / GT up to 1976 and max. 1150ccm

Class 13: TC / GT up to 1976 and max. 1300ccm

Class 14: TC / GT up to 1981 and max. 1000ccm

Class 15: TC / GT up to 1981 and max. 1150ccm

Class 16: TC / GT up to 1981 and max. 1300ccm

The subdivision of the classes for touring cars (TC) and GT according to Gr. 1(b) / Gr. 2 / Gr. 3 / Gr. 4 is done by adding the abbreviation to the respective class number.

Example: Touring car 1300cc Gr. 2 up to 1975 = Class 10-TC2

The vehicles must comply with the technical regulations of the CTC/CGT group and the resulting classes, which must be specified in the entry form.

In all classes, for safety reasons, safety glass panes as defined in DMSB Grp. H Regulations Art. 20 may be used for the rear and side windows as an alternative to the standard/homologated panes.

Class 17: John Cooper SPi Trophy: Rover Mini/Mini Copper built between 1991 and 1996 with Single Point Injection

These vehicles must comply with the Technical Regulations of the CTC/CGT Div. 6.1: Group N touring cars of the homologation years 1991 to 1996 inclusive, with the following restrictions:

- prescribed tyre type - Yokohama A539 in 165/60 R12
- Exhaust manifold with spare part no.: C-AEG372
- Oil cooler position in the front end plate, below the centre of the wheel hub
- The gearbox must comply with the original factory specifications with part no. C-DAM4970
- The final drive ratio must not be shorter than 3.94:1
- Passenger compartment may be cleared in accordance with Gr. A Art. 255 5.7.3 Annex J (ISG)
- The spare wheel must be removed

1.2 Basics of the technical regulations according to

- Technical regulations of the DMSB groups: CTC/CGT
- General provisions, definitions and clarifications of technical regulations (DMSB handbook, blue part) see also article 1.11 Safety equipment for events abroad

1.3 General information/Preamble

Anything not expressly authorised by these regulations is prohibited. Authorised modifications must not result in unauthorised modifications or breaches of regulations.

1.4 Driver's equipment

The wearing of overalls in accordance with FIA standard 8856-2000 or 8856-2018 as well as underwear (with long sleeves and legs), headgear, 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 mandatory.

1.5 General provisions, authorised modifications and installations

Work may be carried out that is part of the normal maintenance of the vehicle or to replace parts that have become damaged due to wear or accident.

Modifications and installations may only be carried out within the framework specified below. Parts damaged by wear or accident may only be replaced with identical original parts.

The standardised fastening parts on the complete vehicle, such as nuts, bolts, washers, spring washers, spring washers and split pins, may be replaced by equivalent standard parts: Nuts, bolts, washers, spring washers, split pins may be replaced by equivalent standard parts corresponding to the original shape. For threads, the thread type, size and pitch (e.g. M 8 x 1.25) must be retained.

1.6 Vehicle minimum weights and ballast

(weight value, determination, reference scale if necessary, attachment of ballast)

Vehicle weight equals target weight

For class 1 - 7 & 17 according to CTC/CGT: the homologation weight plus 35kg safety equipment (cage, belts and fire extinguisher)

For class 8 - 10 according to CTC/CGT: the homologation weight

For classes 11 - 16, the minimum weight of Annex J 1981 Art. 261 a applies

DMSB note:

The DMSB guidelines for vehicle weighing (incl. calibration or verification of scales) must be observed by the organiser/series organiser. Accordingly, mobile scales must be checked by the scale manufacturer at annual intervals as a rule. In exceptional cases, calibration/verification by a state weights and measures office is also permitted, but the scales must be calibrated by the manufacturer at least every 2 years.

1.7 Displacement factor for turbocharged engines

Group CTC/CGT:

In accordance with the technical regulations applicable under Article 3 of the DMSB Group CTC/CGT.

1.8 Exhaust gas regulations

The current DMSB exhaust regulations (see DMSB handbook, blue section) must be complied with.

The vehicles must be equipped with a catalytic converter in accordance with DMSB exhaust regulations.

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

1.9 Noise regulations

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 handbook, blue section) must be complied with.

1.10 Advertising on driver's equipment/competition vehicle and start numbers

The current FIA/DMSB regulations for advertising on drivers' equipment/competition vehicles and start numbers must be complied with (see DMSB handbook, blue section).

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

No special advertising regulations are specified for the competition vehicles.

- (1) Each registered team will be allocated a fixed start number for the entire season. This start number will be communicated with the enrolment confirmation and will be handed out in three sets before the first event.
- (2) The start numbers must be attached to the vehicle throughout the season as instructed. Any additional sets required can be purchased during the current season at a price of EUR 30 per set.
- (3) The 1300 ETC attaches great importance to ensuring that the external appearance of the vehicles does not devalue historic motorsport and reserves the right to reject vehicles that do not comply with the specifications during technical scrutineering.

1.11 Safety equipment

The vehicles must have the following safety equipment.

Unless otherwise stated, the article details refer to the current Appendix J to the ISG.

- Pipes and pumps in accordance with Art. 253.3.1 and 253.3.2
- Oil collection containers in accordance with Art. 259.7.4
- Fuel tank ventilation in accordance with Art. 253.3.4
- 2-circuit braking system in accordance with Art. 253.4
- Bonnet holder according to Art. 253.5
- Safety belts in accordance with Art. 253.6
- Manual fire extinguishers in accordance with Art. 253.7.3
- Fire extinguishing system in accordance with Art. 253.7.2

- Rollover device according to Art. 253.8
Roll-over device according to Art. 253.8 (Annex J 1993)
 - Rollover device in accordance with Art. 277
 - Rear-view mirror according to Art. 253.9
Towing eyes/devices in accordance with Art. 253.10
 - Security film on window panes in accordance with DMSB regulations
 - Laminated glass windscreen
 - Door safety nets according to Art. 253.11 or DMSB regulations
 - Additional attachment of the windscreen in accordance with Art. 253.12
 - Circuit breaker according to Art. 253.13
Safety fuel tank according to FIA standard FT3/FT3-1999 or FT5 according to Art. 253.14 or 259.6.3
 - FIA-homologated non-return valve in the fuel filler pipe in accordance with Art. 253.14.5
 - Feuerschutzwand in accordance with Art. 253.15 ~~or Art. 259.16.6~~
 - Seats and fastenings in accordance with Art. 253.16
 - FIA-homologated driver's seat in accordance with Art. 253.16
 - Headrest according to Art. 259.14.4
 - Tail light according to Art. 275.14.5
 - Reverse gear in accordance with Art. 275.9.3
 - Prohibition of tyre pressure control valves according to Art. 253.17
 - Article 277
 - In accordance with Appendix K to the ISG
- Lighting equipment made of glass Fully bonded with clear, colourless adhesive film; additional coloured crosses are permitted on the headlights.
- Rainlight - rear light:
All vehicles must be equipped with a functional red rear light at the start of the event. The light must point to the rear, be clearly visible from the rear, be mounted no more than 15cm from the centre line of the vehicle, have an illuminated area of 20cm² to 40cm², be permanently attached and be able to be switched on by the driver. Vehicles with a full-width body can alternatively use two lights arranged evenly around the centre of the vehicle. This light must have either a 21 watt bulb or LEDs.

From 1 January 2025, the following will apply to production cars and GT vehicles of all vehicle groups and series for which the FIA safety tank is not yet mandatory in accordance with FIA standard FT3-1999, FT3.5-1999 or FT5-1999:

If a fuel tank other than the standard fuel tank of the vehicle manufacturer concerned is used or if the position of the standard fuel tank is changed from the standard position of the fuel tank, a safety fuel tank in accordance with FIA standard FT3-1999, FT3.5-1999 or FT5-1999 must be used.

Attention:

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

1.12 Fuel and, if applicable, standardised fuel

Only unleaded fuel in accordance with Art. 252.9 Annex J (ISG) may be used, which complies with DIN EN 228 or diesel fuel in accordance with Art. 252.9 and DIN EN 590. Any additives, with the exception of air or lubricating oil for 2-stroke engines, are prohibited. In addition, the octane limit of max. 103 RON instead of 102 RON applies to petrol.

The following standardised fuel must be used:

N/A

1.12.1 Fuel checks

Fuel samples may be taken by the scrutineers at any time during the event. The DMSB fuel regulations including residual fuel quantities (DMSB handbook, blue section) and the DMSB guidelines for fuel sampling apply.

1.12.2 Refuelling, tank systems and inspection

N/A

1.13 Definitions Technology

In addition to the definitions according to these regulations, the "General Provisions, Definitions and Clarifications of Technical Regulations" (DMSB Manual, blue part) and the definitions according to Art. 251 of Appendix J (ISG) apply.

2. Special technical provisions

2.1 General information

**Anything not expressly authorised by these regulations is prohibited.
Authorised modifications must not result in unauthorised modifications or breaches of regulations.**

2.2 - 2.14

N/A

Part 3 Appendices/Drawings

N/A