



Framework invitation to tender for circuit series in motorsport

(Status: 13 March 2025)

Name of the series:

1300 ETC

DMSB authorisation number:

182/25

Status of the series/events: National A

The 1300 ETC (1300 European TouringCar Challenge) offers all interested parties the opportunity to compete with their peers on the track in historic motorsport with their racing touring car or GT up to a maximum of 1600cc 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 (limited liability)
Junkerstrasse 22b
42699 Solingen

Contact person: Bernd Degner / Michael Wolf / Thorsten Babon

Mobile no: 0162-6084011

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This invitation to tender consists of 21 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) and Appendix K of the FIA respectively.

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 of 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 2025.

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 was approved by the German Motor Sport Federation on 13 March 2024 under reg. no.: 182/25.

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)

Frank Richter (technical commissioner) Licence no.: SPA 1066896
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 rules 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 invitation to tender may only be amended by the authorising body
- (3) The organiser reserves the right to cancel or postpone individual events or competitions, 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 To offer interested parties the opportunity to participate in motorsport with like-minded people with touring cars & GT vehicles from the 60s & 70s and a maximum engine capacity of 1300ccm, in consultation with the series organiser up to 1600cc.

The 1300 ETC, or 1600 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. Not least for this reason, great importance is attached to togetherness and friendly interaction with one another. Dogged success strategists are not called for in this series.

In principle, the vehicles must comply with the technical regulations of the 1300 / 1600 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. Nominations

4.1 Enrolment / Entries, Entry Deadline and Obligation to Participate

Enrolment in the 1300 ETC takes place using the enrolment form, which can be downloaded from www.1300etc.de 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.

- Enrolments are processed according to the date of receipt and after receipt of the enrolment fee
- The registration fee is € 360 (€ 300 until 01.01.2025) incl. VAT.
- The registration fee must be paid to the account of BMT Racing UG at the same time as the registration is submitted.
- Bank details: Name: BMT Racing UG
IBAN: DE88 3505 0000 0200 4452 86
SWIFT-BIC: DUISDE33
Bank Name: Sparkasse Duisburg, Königstr. 23-25, 47051
Duisburg

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, stating 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 it is not possible to repair/restore the vehicle before the race due to the damage, the competitor/driver has the right to rename another vehicle in the same class, subject to prior approval by the series technical commissioner, 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 stewards.

4.2 Registration for the season and entry fee per event

The registration fee is due upon enrolment. The following registration fees must be paid by the participant:

- Enrolments are processed according to the date of receipt and after receipt of the enrolment fee
- The registration fee is € 360 (€ 300 until 01.01.2025) incl. VAT.
- The registration fee must be paid to the account of BMT Racing UG at the same time as the registration is submitted.
- Bank details: Name: BMT Racing UG
IBAN: DE88 3505 0000 0200 4452 86
SWIFT-BIC: DUISDE33
Bank Name: Sparkasse Duisburg, Königstr. 23-25, 47051
Duisburg

(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 entry fee for the respective events is € 490 per event.

The entry fee must be paid to the BMT Racing UG account stated above when submitting the entry form.

The series organiser reserves the right to refuse registrations & entries, 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 and Driver's Licence valid for the year 2025 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 and driver's licence valid for 2025 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 issued by the DMSB or another ASN affiliated to the FIA for the year 2025 and have paid the registration fee.

c) DMSB Sponsor Card

Sponsors or name-givers who wish to be mentioned 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 an applicant, 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 according to 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 FIA-affiliated ASN are eligible to participate in events with National A status 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 competitors, drivers and co-drivers (=participants) on the exclusion of liability, waiver by the vehicle owner

according to DMSB event regulations

7. Events

7.1 diary

04 - 06 April 2025	Terlaemen Cup Zolder
25 - 27 April	Spa Summer Classics
31 May - 01 June 2025	ADAC Hansa Cup Assen
18 - 20 July 2025	Historic Grand Prix Zolder
06 - 07 September 2025	Fun Cup Weekend Anneau Du Rhin
03 - 05 October 2025	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 Realisation 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

"In a race up to 61 minutes"

In a race lasting between 45 and 61 minutes, a mandatory pit stop is prescribed. The prescribed standing time for the mandatory pit stop is 80 seconds. The entry and exit time while maintaining the speed limit in the pit lane will be announced for the respective event in the event announcement and, when added to the standing time, results in the minimum duration of the mandatory pit stop.

The time window for this mandatory pit stop begins 15 minutes after the start and ends 15 minutes before the end 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 3 minutes or the cancellation of a race lap. 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. Participants who contest the race with two drivers may make a driver change during the mandatory pit stop.

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

the following regulation:

- A 5-second time penalty for every second undercut; a race lap will be cancelled if the time is more than 20 seconds undercut.
- 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. The pit stop and the driver change must be signed off on the race card by the marshals in the pit lane. This race 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 regulation expressly applies to a mandatory pit stop in a race lasting up to 61 minutes.
- 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 driver pairing will be demoted 5 places in the final result of the event in question.
 - Registered participants will not receive any points in the 1300ETC classification.

8. Rating

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.

The scoring table can be viewed at www.1300etc.de.

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 Equality of 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 Document approval schedule

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,- Euro without special penal 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 licence/registration certificate part I for vehicles of the DMSB groups CTC and CGT
- Historic Technical Passport for vehicles in accordance with Appendix K to the ISG
- 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 responsibility of the applicant 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 held 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 Appendix K & CTC/CGT

Class 1: Vehicles according to Appendix K TC / GT up to 1965 and max. 1000ccm

Class 2: Vehicles according to Appendix K TC / GT up to 1965 and max. 1150ccm

Class 3: Vehicles according to Appendix K TC / GT up to 1965 and max. 1300ccm

Class 4: Vehicles according to Appendix K TC / GT up to 1965 and max. 1600ccm

Class 5: Vehicles according to CTC/CGT Div. 2.1 & 3.1 up to 1971 and max. 1000ccm

Class 6: Vehicles according to CTC/CGT Div. 2.1 & 3.1 up to 1971 and max. 1150ccm

Class 7: Vehicles according to CTC/CGT Div. 2.1 & 3.1 up to 1971 and max. 1300ccm

Class 8: Vehicles according to CTC/CGT Div. 2.1 & 3.1 up to 1971 and max. 1600ccm

Class 9: Vehicles according to CTC/CGT Div. 2.2 & 3.2 up to 1975 and max. 1000ccm

Class 10: Vehicles according to CTC/CGT Div. 2.2 & 3.2 up to 1975 and max. 1150ccm

Class 11: Vehicles according to CTC/CGT Div. 2.2 & 3.2 up to 1975 and max. 1300ccm

Class 12: Vehicles according to CTC/CGT Div. 2.2 & 3.2 up to 1975 and max. 1600ccm

Class 13: Vehicles according to CTC/CGT Div. 1.3 Gr.1 up to 1981 and max. 1000ccm

Class 14: Vehicles according to CTC/CGT Div. 1.3 Gr.1 up to 1981 and max. 1150ccm

Class 15: Vehicles according to CTC/CGT Div. 1.3 Gr.1 up to 1981 and max. 1300ccm

Class 16: Vehicles according to CTC/CGT Div. 1.3 Gr.1 up to 1981 and max. 1600ccm

Class 17: Vehicles according to CTC/CGT Div. 2.3 & 3.3 up to 1981 and max. 1000ccm

Class 18: Vehicles according to CTC/CGT Div. 2.3 & 3.3 up to 1981 and max. 1150ccm

Class 19: Vehicles according to CTC/CGT Div. 2.3 & 3.3 up to 1981 and max. 1300ccm

Class 20: Vehicles according to CTC/CGT Div. 2.3 & 3.3 up to 1981 and max. 1600ccm

Class 21: John Cooper SPi Trophy: Rover Mini/Mini Copper of the years of construction 1991 - 1996 with Single Point Injection These vehicles must comply with the Technical Regulations of Group CTC Div. 6.1: Group N Touring Cars of the homologation years 1991 to 1996 inclusive and the following regulations.

1.2 Basics of the technical regulations according to

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

1.3 General/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 equipment

Overalls, underwear (with long sleeves and legs), bonnet, socks, shoes and gloves in accordance with FIA standards 8856-2018 or 8856-2000

Helmets in accordance with FIA standards 8860-2018, 8860-2018-ABP, 8859-2015 and 8860-2010.

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, 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 Minimum vehicle weights and ballast

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

Vehicle weight equals target weight

For class 1 - 8 according to Appendix K & CTC/CGT: the homologation weight plus 35kg safety equipment (cage, belts and fire extinguisher)

For class 9 - 12 according to CTC/CGT: the homologation weight

For classes 13 - 20, 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 Emission 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, with the exception of vehicles in accordance with Appendix K.

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 is 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 as instructed for the entire season. 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 the fact 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.

Classes 1-4:

- In accordance with Appendix K to the ISG

All other classes:

- Pipes and pumps in accordance with Art. 253.3.1 and 253.3.2
- Oil collection containers in accordance with Art. 259.7.4
- Tank ventilation according to Art. 253.3.4
- 2-circuit braking system according to Art. 253.4
- Bonnet holder according to Art. 253.5
- Safety belts in accordance with Art. 253.6
- Hand-held fire extinguishers in accordance with Art. 253.7.3
- Fire extinguishing system in accordance with Art. 253.7.2
- Roll-over device according to Art. 253.8
- Roll-over device according to Art. 253.8 (Annex J 1993)
- Roll-over device according to Art. 277
- Rear-view mirror according to Art. 253.9
- Towing eyes/devices in accordance with Art. 253.10
- Safety film on window panes in accordance with DMSB regulations
- Laminated glass windscreen
- Door safety nets in accordance with 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 article 253.14 or 259.6.3 or series tank
- FIA-homologated non-return valve in the fuel filler pipe according to Art. 253.14.5
- Fire protection wall in accordance with Art. 253.15 ~~or Art. 259.16.6~~
- Seats and fastenings according to Art. 253.16
- FIA-homologated driver's seat according to Art. 253.16
- Headrest according to Art. 259.14.4
- Rear light according to Art. 275.14.5
- Reverse gear according to 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.

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 controls

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, refuelling 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

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 Motor

2.2.1 Exhaust system

Class 21:

The use of the exhaust manifold with spare part number C-AEG372 is mandatory.

2.3 Power transmission

Class 21:

The gearbox must comply with the original factory specifications with part no. C-DAM4970. The final gear ratio must not be shorter than 3.94:1.

2.4-2.6

n/a

2.7 Wheels (wheel disc + rim) and tyres

Class 21:

The prescribed tyre type is Yokohama A539 in 165/60 R12. The spare wheel must be removed.

2.8 Body and dimensions

a) Exterior bodywork (incl. windows)

Group CTC/CGT, Divisions 1.3, 3.1, 3.2 and 3.3

The rear windows, door windows and rear side window panes may be made of safety glass or a rigid, transparent material at least 4 mm thick. Side windows that open vertically may be replaced by horizontally sliding windows. If the original panes are replaced, the window regulators may also be removed.

b) Passenger compartment/cockpit

Class21:

Passenger compartment may be cleared in accordance with Gr. A Art. 255 5.7.3 Annex J (ISG) 2019.

2.9-2.11

n/a

2.12 Lubrication system

Class 21:

The oil cooler must be positioned in the front end plate below the centre of the wheel hub.

2.13-2.14

n/a

Part 3 Appendices/Drawings

N/A