



## Framework invitation to tender for circuit series in motorsport

(Status: 13/02/2026)

Name of the series:

**1300 ETC**

DMSB approval number:

**907/26**

**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 with their peers on the track 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 (haftungsbeschränkt)  
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42699 Solingen

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Homepage: [www.1300etc.de](http://www.1300etc.de)

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**These regulations consist 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 is organised in accordance with the Competition Regulations and the Technical Regulations of the series will take place, whereby the technical regulations with the safety provisions of Appendix J of the FIA (Article 253) or Appendix K of the FIA.

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 2026.

#### **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](mailto: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 with date 13.02.2026 under reg. no.: 907/26

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

BMT Racing UG (haftungsbeschränkt), Junkerstraße 22b, 42699 Solingen  
Email: [info@1300etc.de](mailto:info@1300etc.de)

##### **Contact: Managing**

**Director** Bernd

Degner

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##### **Organisation**

Thorsten Babon

Diepenbrucher Str. 11, 42697 Solingen

Mobile: +49 162 6084011

Email: [tb@1300etc.de](mailto:tb@1300etc.de)

## **Office**

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 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. Regulations and legal basis of the series**

This series is subject to the following regulations:

- FIA International Sporting Code (ISG) with appendices
- DMSB Event Regulations
- DMSB circuit regulations
- DMSB Licence Regulations
- Legal and procedural regulations of the DMSB (RuVO)
- Legal and procedural regulations 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
- Event announcements with any amendments and supplements (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 they use

damage caused, 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 due to official orders or if the information contained in the invitation to tender concerning the length of the route, race duration, number of laps and stewards or obvious errors in the invitation to tender are affected.
- (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 interested parties the opportunity to compete with touring cars & GT vehicles from the 60s & 70s. and a maximum cubic capacity of 1300ccm, in agreement with up to 1600 cc, motorsport with like-minded people.

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. Entries**

### **4.1 Registration / Entries, closing date and obligation to participate**

#### **Enrolment**

Enrolment in the 1300 ETC takes place via the enrolment form, which can be downloaded from [www.1300etc.de](http://www.1300etc.de) or sent by e-mail.

The 1300 ETC reserves the right to limit the number of registrations.

The completed and signed application must be sent to the following address: BMT Racing UG (haftungsbeschränkt)  
Junkerstraße 22b  
42699 Solingen  
E-mail: [info@1300etc.de](mailto:info@1300etc.de)

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

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

## **Entry**

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 addressed to the latter.

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 closing date for entries set by the organiser must be strictly adhered to

Guest drivers may 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.

### **4.1.1 Renomination**

In the event that a named vehicle suffers a technical failure / defect / accident during free practice or qualifying and a repair / maintenance of the vehicle is not possible due to the damage until the race, the applicant / driver has the right to rename another vehicle of the same class, subject to prior acceptance 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/restoration is possible in the time remaining until the start of the race.

This written confirmation / determination must be submitted by the applicant / driver / participant to the organiser of the event concerned and to the stewards.

### **4.2 Enrolment for the season and entry fee per event Enrolment fee**

The registration fee is due at the time of registration. The following registration fees must be paid by the participant:

- Registrations will be processed according to the date of receipt and after receipt of the registration fee
- The registration fee is € 360 (€ 300 until 01.01.2026) 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 of cancellation from the entry contract (refund of entry fee) is in the DMSB Event Regulations Art. 13)

Accepted participants will receive a written confirmation of enrolment.

### **Entry fee**

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 the entry is submitted.

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

### **4.3 Start numbers**

Participants will receive permanent start numbers for the entire season from the series organiser.

## **5. Licences**

### **5.1 Required licence levels**

#### **a) Drivers**

**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 of the DMSB or another ASN affiliated to the FIA valid for the year 2026, with the following 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 2026 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 2026 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 drivers**

The 1300 ETC can accept guest drivers with a valid

International or national competitor and driver licence according to Art. 5.1 to the races. If they fulfil the conditions of the series announcement and the regulations for the respective event, they may 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 provisions of the DMSB circuit regulations

## 5.2 Conditions for competitors outside their national territory

At events with National A status, DMSB licence holders and licence holders of another FIA-affiliated ASN are eligible to participate and receive points for this series.

At all events, foreign competitors/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

in accordance with the DMSB Event Regulations

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

according to DMSB event regulations

## 7. Events calendar

### 7.1 Series calendar

24 - 26 April 2026	Spa Summer Classics
15 - 17 May 2026	ADAC Mittelrhein Hockenheimring
26 - 28 June 2026	Supercar Madness Zolder
10 - 12 July 2026	Zandvoort Summer Trophy
28 - 30 August 2026	Classic Grand Prix Assen
02 - 04 October 2026	RGB season finale, Nürburgring GP
Subject to changes	

### 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 qualifying runs totalling at least 20 minutes are scheduled per event. The best result from both qualifying runs will be used for the starting grid of 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 are started 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 planned per event.

In the case of 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 lasting up to 61 minutes"

In a race lasting between 45 and 61 minutes, a compulsory pit stop is mandatory. 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 rule applies to participants who fall short of the time specified in the invitation to tender:

- A 5-second time penalty for each second undercut; if the undercut is more than 20 seconds, one race lap will be cancelled.
- Each participant is responsible for adhering to the specified time for the mandatory pit stop.
- If there is a safety car, Code 60 or FCY phase 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 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 compulsory pit stop in a race lasting between 45 and 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 regulation 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

crossing the start-finish line when the race is waved off. 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. Scoring**

### **8.1 Points table**

The winner of a race is the participant who has covered the distance travelled 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, the 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	=	no points

Scoring only takes place if at least 2 participants have started the race in the respective class. Classes with less than 2 participants can be merged with the next higher cubic capacity class in the same period for scoring purposes. 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 drop out in the introductory lap or in the first lap of the race, even if they are not shown in the results as participants who have started.

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 extra point is awarded for participation (recorded training).

2 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](http://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 Equal points**

If there is a tie in the final classification between several drivers, the greater number of first, then second and further places in all the races held shall be decisive.

## **9. Private training and tests**

N/A

## **10. Document approval**

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

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

### **10.1 Timetable for document approval**

See announcement of the respective event or notice board

### **10.2 Drivers' briefing**

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

A determined non-participation or incomplete participation (according to the signature list) will be deducted without special penalty proceedings a fine in the amount of 100,- Euro.

## **11. Technical scrutineering/technical checks**

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

Only vehicles that fully comply with the specified regulations will be authorised 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 presented:

- 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 scrutineering/technical checks**

See 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 competitor when starting 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 scoring runs in the individual divisions (1 - 10) is awarded the title:

**Champion of the 1300ETC**

### **13.2 Prize money and trophies**

N/A

## **14. Protests and appeals**

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

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 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 or 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 regulations 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. 1000cc  
**Class 2:** Vehicles according to Appendix K TC / GT up to 1965 and max. 1150cc  
**Class 3:** Vehicles according to Appendix K TC / GT up to 1965 and max. 1300cc  
**Class 4:** Vehicles according to Appendix K TC / GT up to 1965 and max. 1600cc  
**Class 5:** Vehicles according to CTC/CGT Div. 2.1 & 3.1 up to 1971 and max. 1000cc  
**Class 6:** Vehicles according to CTC/CGT Div. 2.1 & 3.1 up to 1971 and max. 1150cc  
**Class 7:** Vehicles according to CTC/CGT Div. 2.1 & 3.1 up to 1971 and max. 1300cc  
**Class 8:** Vehicles according to CTC/CGT Div. 2.1 & 3.1 up to 1971 and max. 1600cc  
**Class 9:** Vehicles according to CTC/CGT Div. 2.2 & 3.2 up to 1975 and max. 1000cc  
**Class 10:** Vehicles according to CTC/CGT Div. 2.2 & 3.2 up to 1975 and max. 1150cc  
**Class 11:** Vehicles according to CTC/CGT Div. 2.2 & 3.2 up to 1975 and max. 1300cc  
**Class 12:** Vehicles according to CTC/CGT Div. 2.2 & 3.2 up to 1975 and max. 1600cc  
**Class 13:** Vehicles according to CTC/CGT Div. 1.3 Gr.1 until 1981 and max. 1000cc  
**Class 14:** Vehicles according to CTC/CGT Div. 1.3 Gr.1 until 1981 and max. 1150cc  
**Class 15:** Vehicles according to CTC/CGT Div. 1.3 Gr.1 until 1981 and max. 1300cc  
**Class 16:** Vehicles according to CTC/CGT Div. 1.3 Gr.1 up to 1981 and max. 1600cc  
**Class 17:** Vehicles according to CTC/CGT Div. 2.3 & 3.3 up to 1981 and max. 1000cc  
**Class 18:** Vehicles according to CTC/CGT Div. 2.3 & 3.3 up to 1981 and max. 1150cc  
**Class 19:** Vehicles according to CTC/CGT Div. 2.3 & 3.3 up to 1981 and max. 1300cc  
**Class 20:** Vehicles according to CTC/CGT Div. 2.3 & 3.3 up to 1981 and max. 1600cc

**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 provisions.

#### **1.2 Basis 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 (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. Permitted modifications may not result in unauthorised modifications or infringements of the regulations.**

#### **1.4 Rider 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 as part of the normal maintenance of the vehicle or to replace parts that have become defective 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.

On the complete vehicle, the standardised fastening parts, such as nuts, screws, washers, etc., must not be used: Nuts, screws, washers, spring washers, split pins may be replaced with 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 scales if necessary, attachment of

ballast) Vehicle weight is equal to 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 Appendix 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 calibration 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 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 the 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 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 affixed 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 at 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:

- According to Appendix K to

the ISG All other classes:

- Pipes and pumps in accordance with Art. 253.3.1 and 253.3.2
- Oil collection tanks in accordance with Art. 259.7.4
- Tank ventilation in accordance with Art. 253.3.4
- 2-circuit brake system in accordance with Art. 253.4
- Bonnet holder in accordance with Art. 253.5
- Seat belts in accordance with Art. 253.6
- Hand-held fire extinguisher in accordance with Art. 253.7.3
- Fire extinguishing system in accordance with Art. 253.7.2
- Roll-over device in accordance with Art. 253.8
- Roll-over device in accordance with Art. 253.8 (Annex J 1993)
- Roll-over device according to Art. 277
- Rear-view mirror in accordance with 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 in accordance with Art. 253.13
- Safety fuel tank in accordance with FIA standard FT3-1999/FT3.5-1999/FT5-1999 or FIA standard 8875-2025 in accordance with Art. 253.14 or 259.6.3 or series tank
- FIA-homologated non-return valve in the fuel filler pipe in accordance with Art. 253.14.5
- Firewall in accordance with Art. 253.15
- Seats and mountings in accordance with Art. 253.16
- FIA-homologated driver's seat in accordance with Art. 253.16
- Headrest in accordance with Art. 259.14.4
- Rear light according to Art. 275.14.5
- Reverse gear in accordance with Art. 275.9.3
- Prohibition of tyre pressure control valves in accordance with Art. 253.17
- Article 277
- In accordance with Annex K to the ISG
- Lighting equipment made of glass Full bonding 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. 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 20cm<sup>2</sup> to 40cm<sup>2</sup>, 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:**

At 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. 266 Appendix J (ISG) that complies with DIN EN 228 or diesel fuel in accordance with Art. 266 and DIN EN 590 may be used. 590. Any additives, with the exception of air or lubricating oil for 2-stroke engines, are prohibited. In addition, the octane limit value 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 part) and the DMSB guidelines for fuel sampling apply.

## **1.12.2 Refuelling, refuelling facilities and inspection**

N/A

## **1.13 Definitions Technology**

In addition to the definitions in these Regulations, the "General Provisions, Definitions and Clarifications of Technical Regulations" (DMSB Manual, blue section) and the definitions in accordance with Art. 251 of Appendix J (ISG) shall apply.

## **2. Special Technical Regulations**

### **2.1 General**

**Anything not expressly authorised by these regulations is prohibited. Permitted modifications may not result in unauthorised modifications or infringements of the regulations.**

### **2.2 Engine**

#### **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 transmission must comply with the original factory specifications with part no. C-DAM4970. The final drive 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 Bodywork and dimensions**

#### **a) Body exterior (incl. windscreen)**

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. Vertically opening side windows may be replaced by horizontally sliding windows. If the original windows 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 Systems/drawings**

N/A