

DMSB

General Regulations for Series run on Circuits / Automobile Sport

(as on 29.05.2020)

Name of the Series:

Tourenwagen Classics 2020

DMSB Visa Number:

631/20

Status of the Series/Events: National A Plus incl. NSAFP

This series is to make the heroic appearances of the 'golden era' of touring car racing of the 70s, 80s and 90s with all their personalities and vehicles back in the race. A sporty field for private drivers and ex-professionals who want to use their technically complex racing cars in the demanding but cost-conscious setting. Only vehicles that are in their appearance from that era and are seen in those series such as DTM, DRM, STW, BTCC, ETCC or other similar series are addressed.

At designated events and by invitation only, the vehicle field will be supplemented by the heroes of the German Racing Championship (formerly DRM) and other iconic cars known , in order to be able to offer organizers, fans and drivers a thrilling spectrum of motorsport history

Promoter / Organisation: Tourenwagen Classics GmbH

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Part 1 Sporting Regulations

1. Introduction

The series Tourenwagen Classics is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the DMSB. It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 275).

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

The series is supported by the following companies:

Please see at: <http://www.tourenwagen-classics.com>

2. Organisation

2.1 Details on titles and awards of the Series

Tourenwagen Classics (TWC) hereinafter referred to as series organiser, organises the Tourenwagen Classics for the year 2020. TWC 2020 contains two Champions:

- TWC Champion 2020
- TWC Golden Era Champion 2020

2.2 Name of the parent ASN

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

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 29.05.2020 with visa number 631/20.

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

Tourenwagen Classics GmbH
Nerotai 60
65193 Wiesbaden
Mobil-No.: +49 173 1644114
Homepage: www.tourenwagen-classics.com
E-Mail: rb@tourenwagen-classics.com

2.5 Composition of the organising committee

Ralph Bahr

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

Technical Kommissar	Thomas Volkmann	SPA1124169
	Christian Schleicher	SPA1078852
	Rüdiger Kleinschmidt	SPA1039644

3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

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

3.1 Official language

German

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

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

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

4. Entries

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

The entrant and/or driver is allowed to submit his application to be admitted to the TWC Season 2020 until 31.03.2020 by using the form provided by the series organiser "Application for registration". Guest Starter are welcome.

The series organiser reserves the right to accept late application.

The completely filled in and signed application must be sent to the following address:

**Tourenwagen Classics GmbH
Nerotai 60
65193 Wiesbaden**

With the submission of the entry from entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series Tourenwagen Classics 2020.

With the registration, entrant and/or driver undertake to participate in all the qualifying events.

The organiser reserves the right to reject any application.

The organiser reserves the right to cancel the entire series Tourenwagen Classics, if less than 12 participants registered for the series.

4.2 Entry fees for the season and per event

The registration/entry fees as well as a possible deposit are payable as specified on the entry form.

The following registration/entry fees are payable by the participants:

Entry Fee for Season: 390.- €

Entry Fee is different to each event and will be shown on www.tourenwagen-classics.com. For guest starter it is 200.- € higher.

Entry Fee Season Pass 2020: 3.750.- € that contains entry fee for following events:

Event	Country	Circuit	Date
AvD Oldtimer Grand Prix	D	Nürburgring	07.-08. Aug
DTM	D	Lausitzring	14.16. Aug
DTM	NL	Assen (NL)	05.-06. Sep
DTM	D	Nürburgring	18.-20. Sep
DTM	BE	Zolder (BE)	09.-11. Okt

(The right of withdrawal from the entry contract (entry-fee-refund) is regulated in the DMSB Event Regulations, article 13.)

All the accepted participants will receive a written confirmation of their registration.

The series organiser reserves the right to refuse entry from with having to give reasons.

4.3 Competition-numbers

The participants receive permanent start numbers for the entire season from the series tenderer. Guest starters will be assigned a start number at the event weekend.

5. Licences

5.1 Required grade of licence

a) Drivers

Weight/Performance ratio >3,00 kg/PS

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

A, B, C, D, C/D-historic,

and valid for the year 2020 who are registered for the Tourenwagen Classics and have paid the registration fees are eligible.

Weight/Performance ration <3,00 kg/PS

Drivers holding an International competitor's and driver's licence valid for the year 2019, issued by the DMSB or by another ASN affiliated to the FIA, grade

A, B, C, D, C/D-historic,

and valid for the year 2020 who are registered for the Tourenwagen Classics and have paid the registration fees are eligible.

b) Entrants

Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2020 and have paid the registration fees.

c) DMSB-Sponsor-Card

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

d) Guest drivers

The Tourenwagen Classics may admit guest drivers with a valid

International entrant's and driver's licence in accordance with Article 5.1 or for its qualifying events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of this Series Regulations and the relevant Supplementary Event Regulations. Priority in the acceptance of entries will be given to the registered participants.

Specific conditions / regulations for guest drivers

N/A

e) Age regulations

In accordance with the valid DMSB Licence Regulations

5.2 Conditions for entrants outside their national territory

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

For every event foreign competitors/drivers must present the approval of their own ASN.

This permission must be submitted by the competitor/driver at Administrative Checks in German or in English language.

6. Insurance; Liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

In accordance with DMSB Event Regulations

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

In accordance with DMSB Event Regulations, article 33

7. Events

7.1 Calendar of events (provisional calendar possibly)

Event	Country	Circuit	Date
AvD Oldtimer Grand Prix	D	Nürburgring	07.-08. Aug
DTM	D	Lausitzring	14.16. Aug
DTM	NL	Assen (NL)	05.-06. Sep
DTM	D	Nürburgring	18.-20. Sep
DTM	BE	Zolder (BE)	09.-11. Oct

7.2 Maximum number of cars authorised

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

7.3 Running of the events

a) Practice

Training times see respective event invitation

b) Qualification

There are two qualification runs. Each driver must have driven a qualifying time. For the grid, the fastest lap time from both qualifying runs is used for the race TWC Golden Era and TWC.

c) Starting modes

The races will be started as follows:

- Rolling start (Indianapolis start)
- Standing start with staggered formation (GP start)

d) Races

There are **TWO** races at a weekend:

Saturday: **TWC Golden Era**

Race 1 - 20 Minutes without Pit Stop - Only cars of Classes 2-5 and DRM Group 2,4 (No M1)

Sunday: **TWC**

Race 2 - 40 Minutes with 120 Second mandatory Pit Stop - All eligible cars

For both races the finish line is valid both on the track and in the pit lane. The vehicles must drive over the finish line or the time line in the pit lane with their own engine power. The finish line applies both to the track and to the pit lane.

e) Timetable (can be different by event):

Thursday:	Training Session - 3x20 Minutes (provides by Event Host)
Friday:	30 Minutes - Qualification 1
Saturday morning:	20 Minutes - Qualification 2
Saturday afternoon:	20 Minutes - Race 1 - TWC Golden Era
Sunday:	40 Minutes - Race 2 - TWC

8. Classification

8.1 Scale of points

- (1) The winner of a race is the participant who has completed the distance traveled with his vehicle in the shortest time, taking into account all penalties.
- (2) All participants whose vehicles have passed the finish line after the overall winner with their own engine power will be scored.
- (3) If the distance or race is shortened, if not resumed, the participants will receive the full points.
- (4) Only registered drivers will be considered for the TWC Championship who have driven at least three races.
- (5) There is a driver rating. The drivers must be named in the entry.
- (6) The drivers must be mentioned in the serial enrollment.
- (7a) TWC Golden Era Sprint Race
Points are awarded in accordance with point 8.1.1
- (7b) TWC - 40 minutes race
Points are awarded in accordance with point 8.1.2
- (8) In case of disqualification the series registration fee or the entry fee will not be refunded. Furthermore, no championship points will be awarded.

The legal process is excluded. The guidelines of the Tourenwagen Classics apply.

The points evaluation of each race will be published on the homepage of the Tourenwagen Classics after each race. Appeals against the points classification of a race are possible until two weeks after publication.

After the last race, the overall result will be published on the homepage of the Tourenwagen Classics. 14 days after the publication ends the period for objections. The date and time of the opposition period will also be announced.

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

8.1.1 Overall classification – Race 1 – TWC Golden Era

According to point system of DTM 1988 all qualified cars in positions 1-18 will get points as following:

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Points	20	18	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

Each driver can strike in total 4 results. Because of this, Teams with two Drivers can attend TWC Golden Era Championship (works with 8 Events or more).

8.1.2 Overall classification – Race 2 - TWC

The following points are awarded for each class in each class depending on the number of vehicles in the respective class (guest teams are taken into account) in addition each participating driver receives an additional point see 8.1.7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
1	5,00	7,50	8,33	8,75	9,00	9,17	9,29	9,38	9,44	9,50	9,55	9,58	9,62	9,64	9,67	9,69	9,71	9,72	9,74	9,75	9,76	9,77	9,78	9,79	9,80	1
2		2,50	5,00	6,25	7,00	7,50	7,86	8,13	8,33	8,50	8,64	8,75	8,85	8,93	9,00	9,06	9,12	9,17	9,21	9,25	9,29	9,32	9,35	9,38	9,40	2
3			1,67	3,75	5,00	5,83	6,43	6,88	7,23	7,50	7,73	7,92	8,08	8,21	8,33	8,44	8,53	8,61	8,68	8,75	8,81	8,86	8,91	8,96	9,00	3
4				1,25	3,00	4,17	5,00	5,63	6,11	6,50	6,82	7,08	7,31	7,50	7,67	7,81	7,94	8,06	8,16	8,25	8,33	8,41	8,48	8,54	8,60	4
5					1,00	2,50	3,57	4,38	5,00	5,50	5,91	6,25	6,54	6,79	7,00	7,19	7,35	7,50	7,63	7,75	7,86	7,95	8,04	8,13	8,20	5
6						0,83	2,14	3,13	3,89	4,50	5,00	5,42	5,77	6,07	6,33	6,56	6,76	6,94	7,11	7,25	7,38	7,50	7,61	7,71	7,80	6
7							0,71	1,88	2,78	3,50	4,09	4,58	5,00	5,36	5,67	5,94	6,18	6,39	6,58	6,75	6,90	7,05	7,17	7,29	7,40	7
8								0,63	1,67	2,50	3,18	3,75	4,23	4,64	5,00	5,31	5,59	5,83	6,05	6,25	6,43	6,59	6,74	6,88	7,00	8
9									0,56	1,50	2,27	2,92	3,46	3,93	4,33	4,69	5,00	5,28	5,53	5,75	5,95	6,14	6,30	6,46	6,60	9
10										0,50	1,36	2,08	2,69	3,21	3,67	4,06	4,41	4,72	5,00	5,25	5,48	5,68	5,87	6,04	6,20	10
11											0,45	1,25	1,92	2,50	3,00	3,44	3,82	4,17	4,47	4,75	5,00	5,23	5,43	5,63	5,80	11
12												0,42	1,15	1,79	2,33	2,81	3,24	3,61	3,95	4,25	4,52	4,77	5,00	5,21	5,40	12
13													0,38	1,07	1,67	2,19	2,65	3,06	3,42	3,75	4,05	4,32	4,57	4,79	5,00	13
14														0,36	1,00	1,56	2,06	2,50	2,89	3,25	3,57	3,86	4,13	4,38	4,60	14
15															0,33	0,94	1,47	1,94	2,37	2,75	3,10	3,41	3,70	3,96	4,20	15
16																0,31	0,88	1,39	1,84	2,25	2,62	2,95	3,26	3,54	3,80	16
17																	0,29	0,83	1,32	1,75	2,14	2,50	2,83	3,13	3,40	17
18																		0,28	0,79	1,25	1,67	2,05	2,39	2,71	3,00	18
19																			0,26	0,75	1,19	1,59	1,96	2,29	2,60	19
20																				0,25	0,71	1,14	1,52	1,88	2,20	20
21																					0,24	0,68	1,09	1,46	1,80	21
22																						0,23	0,65	1,04	1,40	22
23																							0,22	0,63	1,00	23
24																								0,21	0,60	24
25																									0,20	25

The overall winner of a Division at the end of the season is the one who has the most points of a Division in his account. The other places result accordingly.

- Each driver can strike in total 3 results.
- Last race of the season cannot be striked.
- The championship points for the last race result will doubled to keep championship exciting until the end.

- Driver who has set at least 1 official lap-time in a race during the weekend gets 1 additional point

8.2 Equality of points

If there is equality of points between several drivers in the final evaluation, the greater number of the first, then the second and the further places of all runs will decide. Then the fastest lap times on average.

9. Private practice and testing

Testing and season opening will be on 29th of March at Nuerburgring GP track.

10. Administrative checks

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

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

10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

10.2 Drivers meeting/briefing

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

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

11. Scrutineering/Technical checks

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

The following car documents must be presented:

- Technical passport or registration document/*motor vehicle registration certificate Part I*
- Homologation form
- Certificate for rollover structure

11.1 Repair, sealing and marking of vehicle parts

N/A

11.2 Timetable Scrutineering/ Technical checks

See relevant Supplementary Event Regulations or official notice board.

12. Race

12.1 Use of wet-weather tyres

the applicant / driver is responsible for the use of rain tires.
During training, qualifying practice and the race, the tires are free for all classes

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

Refueling is prohibited during all training, qualifying practice and race.

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

Refueling and changing tires are prohibited. In the event of tire damage during the race, the damaged tire can be replaced. Tire changes from rain to slick and vice versa are allowed during the pit stop.

12.4 Compulsory Pit Stop

In each race, a mandatory pit stop of 130 seconds is required - measured from pit entry to exit line.

This compulsory pit stop must start between the 14th and the 25th minute of the race (not before 15 min 00 sec 000 and not after 24 min 59 sec 999).

Changing the tire during the mandatory pit stop will increase the mandatory pit stop time by 50 seconds. (170 seconds with tire change).

Below the minimum box time

If the minimum box time is undershot, the race director will award a time penalty of 10 seconds for each undershot second.

A non-appearance at the compulsory pit stop will be punished by 300 seconds time penalty.

After a race interruption, in which the classification of the result is within the compulsory pit stop time window, the participants who have not yet completed the compulsory pit stop at this classification time will receive a time penalty of 130 seconds.

13. Title, prize money and trophies

13.1 Title overall winner

The drivers with the highest total score after all races in the 2020 season receives the title:

- **Winner Tourenwagen Classics 2020**
- **Winner TWC Golden Era 2020**

13.2 Prize money and trophies

Cups: see respective event invitation

Prize money / prizes / special prizes: will be communicated to the participants via driver information if necessary

14. Protests and appeals

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

Protest deposit - payable to the relevant ASN:

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

Appeal deposit – payable to the DMSB:

National Status EUR 1,000.00

Appeal to the FIA – payable to the FIA:

EUR 6.000,00

(acc. to FIA Judicial and Disciplinary Rules)

An additional fee of 3.000,00 € charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)

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

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

16. TV rights/ Advertising and television rights

All the copyright and picture rights lie with Tourenwagen Classics, including the pictures which are adopted by television broadcasts on the different Media.

All television rights including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with Tourenwagen Classics.

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the Tourenwagen Classics is prohibited.

17. Specific regulations

There are no additional Specific Series Regulations.

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

The series starts according to the regulations of the groups DTC, DTM, ITC, F, H, CTC

Division 1

Class 1 (Group ITC, DTM, CTC and H)

ITC (according to regulations 1996, model years 1995 and 1996)

DTM (according to regulations 1994, model years 1993 and 2008)

Group CTC Div. 7.1 (Group A of homologation years 1993-1996)

Group H (car models of DTM and ITC, model years 1993-2008 according to DMSB group H regulations)

Division 2

Class 2 (Group DTM, CTC and H)

DTM (according to regulations 1992, model years 1984 to 1992)

Group CTC divisions 7 and 7.1 (homologation years 1989-1992 according Group A homologation and Appendix J 1992)

Group H (model years 1984-1992) according to DMSB regulations Group H

Class 3 (Gruppe CTC)

Group CTC Division 7 (Group A of homologation years 1982-1988) and Appendix J 1990

Class 4 (Gruppe CTC und H)

Group CTC Division 15 (Group STW, BTCC, ETCC of homologation years 1993-2004 according to regulations STW and Appendix J article 262 2004)

Group H (models of STW-Cup, model years 1993-2004)

Class 5 (Gruppe DTC, CTC, F)

DTC (according to regulations 1993 of the model / construction years 1984-1998)

DMSB Group F (construction years 1984-1998)

Class 6 (Gruppe N, F)

Group CTC divisions 6, 6.1 and 6.2 (Group N of homologation years 1982-1998)

Division 3 – on invitation.

Group CTC (previous group 2, 4 and 5 cars of Deutsche Rennsportmeisterschaft 1971-1985 according to DMSB group CTC regulations)

Group H (model years 2005-2008) according to DMSB group H regulations

Background to the series

The touring car classics (TWC) is a series that has set itself the task of bringing back historic touring cars from the 80s and 90s on the racetrack to this "golden era" of touring car sports for all generations and stakeholders (fans, participants , Organizer and partner). The TWC sees itself not only as a racing series with historical leanings but as an organ for promoting and preserving the technical, motorsport cultural heritage.

DRM, WTCC, CUP Icons and comparable vehicles are a successful addition for organizers, fans and participants and ensure attractive starting fields.

An authentic appearance of the vehicle field is therefore absolutely necessary.

Original vs Replica:

Of course, beautiful and authentic replicas are welcome. Like original vehicles, they also have the right to participate. Most of the real racing cars of that time are usually rebuilt and retreaded several times within a successful life cycle anyway. (Soft body, accident, updates, etc.) So it is

usually only the chassis number, which distinguish the original vehicles from the good replica. Should an accident-related rebuilding be necessary, the costs for both vehicles are almost identical.

Special regulation on equal opportunities

The organizer reserves the right to re-prescribe or change the minimum weights, classification or other values for certain vehicles after approval of the DMSB via bulletin during the current championship in order to ensure equality of opportunity in the championship

1.2 Principles of the Technical Regulations in conformity with

- Technical regulations for DMSB group/s: CTC, H
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations

1.3 General/Preamble

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

1.4 Driver's equipment

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

Furthermore, a helmet must be worn in accordance with FIA regulations (Annex L of the ISG).

In addition, the use of the FIA head restraint system (e.g., HANS®) is required.

1.5 General, Permitted modifications and installations

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

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

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

1.6 Minimum weights and ballast

For DTM vehicles according to '94 regulations (class 1), DTM vehicles according to '92 regulations (class2) and accordingly Group H vehicles:

The minimum weights of the DTM vehicles are specified in the "DMSB regulations Group H" Art. 5.1.

For the class 4 STW and Group H vehicles:

In front-wheel drive vehicles the minimum weight is 975 kg without and 1055 kg with driver and his equipment.

In rear-wheel drive vehicles the minimum weight is 1000 kg without and 1080 kg with driver and his equipment.

For vehicles with four-wheel drive, the minimum weight is 1040 kg without and 1120 kg with driver and his equipment.

The minimum weights of Class 5 shall apply in accordance with Appendix 2.

The minimum weights of Group H vehicles (Classes 1,2,4) are specified in the "DMSB Regulations Group H" Art.5.1.

1.6.2 Determination, reference balance

For a quick check, the vehicles can be weighed with the driver after the finish. The so-called target weight is then minimum weight + 90 kg for driver and fuel.

A closer check will be made without a driver with empty fuel tank according to the DMSB Weighing Protocol.

Participants have the opportunity to check the weight of their vehicles during the event on the reference scale. The opening times of the scales will be communicated to the participants before each event.

DMSB Note:

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

1.6.3 Ballast

Should a ballast be required to produce the minimum weight or equal opportunities, the participant has the option under Art. 252.2.2. to accomplish.

1.7 Equivalence formula for supercharged engines

The equivalence formula is:

- Vehicles with turbocharger (Otto engine): 1,7
- Vehicles with mechanically driven charger (e.g. type G mechanical compressor): 1,4 (Group H) 1,7 (CTC)
- Diesel cars with turbocharger: 1,5 (Group H) 1,7 (CTC)

1.8 Exhaust prescriptions

The current DMSB exhaust regulations (see DMSB manual, blue part) must be observed.

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

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

1.9 Noise regulations

The maximum permitted noise limits are 132 dB(A) measured in compliance with the LWA procedure and 100 dB(A) in compliance with the LP procedure.

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

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

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

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

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

There are no special advertising prescriptions issued by the series organiser on the driver's equipment.

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

1.11 Safety equipment

The vehicles must comply with the following safety equipment.

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

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and accordingly Art. 259.6.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6 and accordingly Art. 259.14.2.1
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9 and accordingly Art. 275.14.3
- Towing-eye/device in compliance with Art. 253.10 and accordingly Art. 259.14.6
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass
- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3

- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15 and accordingly Art. 259.16.6
- Seats and attachments in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277
- In compliance with the Appendix K to the ISC

From 01.01.2023 onwards in all classes safety fuel tanks in compliance with FIA Standard FT3/FT3-1999 and accordingly FT5 are mandatory.

Note:

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

1.12 Fuel and single fuel

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

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

The following single fuel must be used:

N/A

1.12.1 Fuel controls

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

1.12.2 Refuelling, Refuelling installations and control

Refueling is prohibited during practice, qualifying practice and race.

1.13 Technical definitions

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

2. Specific technical regulations

2.1 General

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

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

2.2 Engine

Participation with a non-homologated engine or engine defined in the relevant regulations is possible on request. (For example, in prototypes) However, an engine with period-specific mixture preparation and ignition with comparable performance must be installed. A power measurement must be submitted.

2.3 - 2.6

N/A

2.7 Wheels (Flange + rim) and tyres

During training, qualifying practice and the race, the tires are free for all classes.

2.8 Bodywork and dimensions

a) External bodywork (including windows)

Bodywork and aerodynamics must be in line with the appearance of each epoch (ex BTCC, CIVIT, DTM, DTC, STW, ETCC).

b) Cockpit

N/A

c) Additional accessories

N/A

2.9 - 2.13

N/A

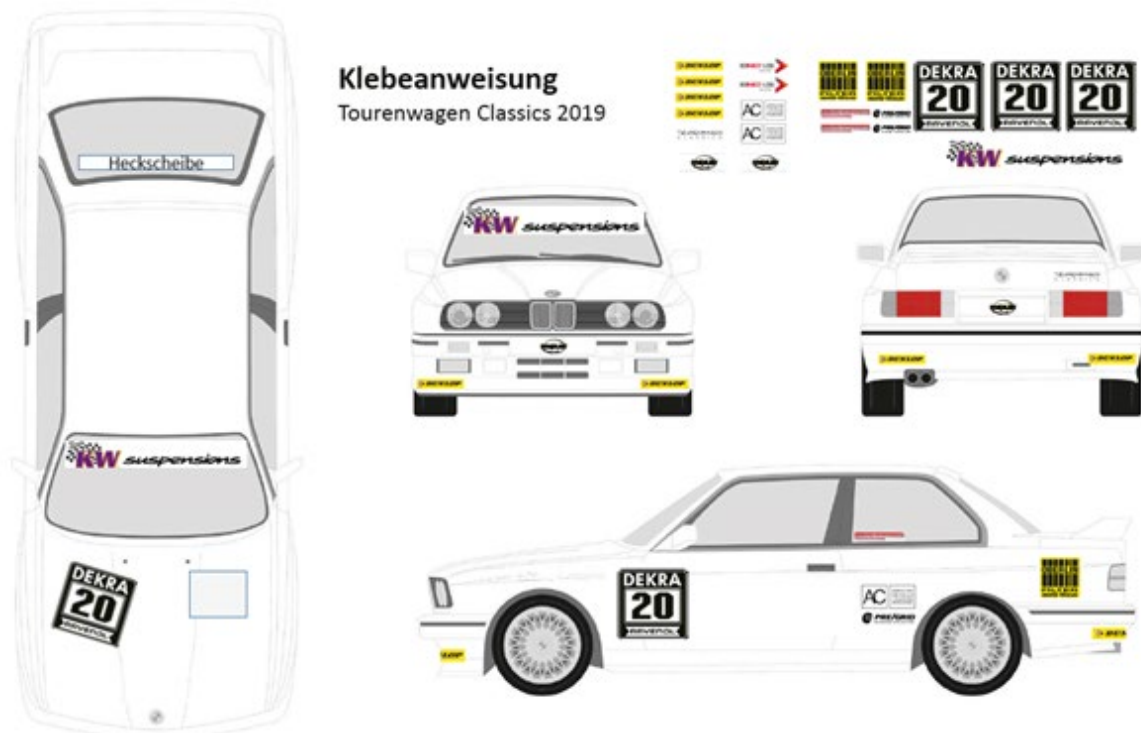
2.14 Other

In order to enable the appearance when replicating a vehicle, the modifications permitted in Appendix 3 are permitted, contrary to Group 5 regulations in Class 5.

It is the driver's name of the current driver pair or the driver, and exclusively this, to lead visible in 100mm font size in the rear side window in the upper third.

Part 3 Attachments/Drawings

Attachment 1: Mandatory advertising



Attachment 2: Minimum Weights Class 5

Car	Minimum Weight
BMW M3 E30	1080 kg
BMW M3 E30 Evolution 1,2	1100 kg
BMW M3 E30 Sportevolution	1140 kg
MB 190E 2,3-16	1080 kg
MB 190E 2,5-16	1100 kg
MB 190E 2,5-16 Evo1	1100 kg
MB 190E 2,5-16 Evo2	1140 kg
Ford Sierra Cosworth	1140 kg
Audi V8 3,6	1240 kg
Audi V8 4,2	1320 kg
Opel Omega	1180 kg

All not listed cars within class 5 drive with a minimum weight of max. 13% below the homologated weight of group N.

Attachment 3: Authorized changes for group N cars in class 5

Bodyshell	
Exterior shape	as DTM
	Serial bodyshell +/- 2% Width / Length
	homologated front-/rear spoiler, side panels and sills
Amount of seats	Free, no minimum, passenger seats and rear seats incl. backrest and belts may be removed
Hoods, bonnets	Material for the bonnet and the boot lid is free (at least four additional safety fasteners must be fitted)
Doors and mudguards	serial
Glass	Windscreen must be made of laminated glass
	Rear window: safety glass or mineral glass with a national certificate
	Side windows Polycarbonate allowed
Cockpit	Carpets and insulation material may be removed
	Coverings may be removed
	The upper part of he dash-board is not allowed to be removed
	Steering wheel is free (but closed wheel)
Engine	Acc. Hom.-Paper (Serial parts)
	Mercedes 190E 2.5-16 M102.990 is equivalent to M102.991 und 102.992
Engine suspension	Engine suspension is free, but not the amount
	PowerPack MB 190 and M-Package is allowed
	Throttle plate, fuel feed and induction system as evolution models with serial parts
	Exhaust manifold as homologated
Engine block	Crankcase, crankshaft,pistons and conrods as homologated incl. Evolution variants
	Effective engine capacity valid for all variants(190: 2.3l = max. 2.336l aso.)
	Flywheel as homologated
Engine head	Camshafts only as homologated
	Operating of the valves as original (Hydrolic cam followers, tappets, cups aso)
	Changing to double closing springs is allowed
	Valves are free, number of valves cannot be changed
	Cylinder head gasket is free
injection	Injection valves are free except amount and position within the serial intake manifold
driveline	
gearbox	Serial gearbox as homologated without 2.
	No straight teeths
Differentials	Differentials as homologated
suspension	Free, original construction principle and Suspension mounting points on the bodyshell and the chassis must be retained,
reinforcing bars	Reinforcing bars on the suspension mounting points are allowed
brakes	Free according periode
Tyres / wheels	As DTM (homologated diameter + 2", width as DTM)
	tyres are free, spare wheel is free
Electrical System	

Battery	Position, make, capacity and cables are free, if in the cockpit only behind the front seats according to DMSB rules (cover, tightening, ventilation)
alternator	Power acc. to homologation, more electric power is allowed,
headlamps	Original headlamps must be used, frontal glass and reflectors are free
Fuel system	
Tank	FT3-1999, FT3.5- or FT5-Safety tank acc Art.253.14.1.2 is obligatory
Fuel pump	free