

DMSB

General Regulations for Series run on Circuits / Automobile Sport

(as on 30.11.2021)

Name of the Series:

Youngtimer Trophy

DMSB Visa Number:

1/22**Status of the Series/Events: National A Plus NSAFP**

Promoter / Organisation: KES Race & Events GmbH
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Declarations concerning the provisions of Annex Jand further provisions

The present Regulations consist of 53 pages and 1 attachment.

Part 1 Sporting Regulations

1. Introduction

The series Youngtimer Trophy 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 253).

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:

ADAC Nordrhein
ISA-Racing
ENKE

2. Organisation

2.1 Details on titles and awards of the Series

The KES Race & Events GmbH hereinafter referred to as series organiser, organises the Youngtimer Trophy for the year 2022.

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 15.03:2021 with visa number 548/21.

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

KES Race & Events GmbH, Butzweilerstraße 35-39, 50829 Köln
Tel. +49 221 48562810, Fax +49 221 48562811, info@youngtimer.de

Organisation/Secretary

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Drivers Comunittee

Friedhelm Pfingst
Christoph Renicke
Sebastian Schemmann
Peter Schumann

Speaker

Jörg Hennig
E-Mail: info@sportmoderation-hennig.de

2.5 Composition of the organising committee

Karin Kölzer, Köln (Organisation/Secretary)
Stefan Eckhardt, Dietzhöhlztal (Organisation/Media/Internet)

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

Karl-Heinz Loibl (Technical Scrutineer)
Carola Feyen (Technical Scrutineer)
Peter Basista

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 Good Conduct and DMSB Code of Ethics
- Other provisions issued by the FIA and by the DMSB

3.1 Official language

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.

3.3. General Definitions

With this series KES Race & Events GmbH would like to offer the numerous interested parties an opportunity to practice motor sports with vehicles of the epoch 1966 to 1981, 1982 to 1988, 1989-1991 and 1992-1994.

However, the YOUNGTIMER TROPHY® is not only intended to set sporting accents. Here, participation is to enjoy a much higher priority than success. Not least because of this, great importance is attached to the social part. Determined success strategists are therefore not in demand for this series.

Basically, the vehicles must also comply with the period specification (see Part 2, Item 1.2 - General/Preamble) and must not be prepared according to modern possibilities. This applies in particular to all areas in Appendix "J" which are provided with "exemptions".

According to International Sport Law, the driver/applicant is solely responsible for compliance with the Sport and Technical Regulations. Changes and additions to this announcement are also possible during the season and require the approval of the DMSB (Bulletin).

4. Entries

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

For the YOUNGTIMER TROPHY® a registration fee of EUR 350.00 per driver is charged. Enrolments must be applied for on the form at KES Race & Events GmbH. The registration fee will not be refunded in case of cancellation of individual events and non-participation. KES Race & Events GmbH reserves the right to reject applications for registration and entries with reasons. KES Race & Events GmbH reserves the right to limit the number of registrations. The number of starters for the individual events depends on the organiser. The order in which the entries are received decides on admission. The closing date for entries determined by the organiser must be strictly adhered to. Registered participants receive a discount on the entry fee for the individual races.

Participants are responsible for the correct and complete entries for the respective event. The event entries must be made on the entry forms provided by KES Race & Events GmbH.

The series organiser reserves the right to accept applications received later.

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

Address of the series organiser

The series writer reserves the right not to run the YOUNGTIMER TROPHY® series if there are less than 100 registered participants.

4.2 Entry fees for the season and per event

The registration fee/entry fee as well as any deposit are due according to the "Application for Registration". The following registration fees/entry fees are to be paid by the participant:

Registration fee 350,00 Euro gross (from 01.02.2022 450,00 Euro gross)

The registration fee will not be refunded in case of cancellation of individual events.

Entry fee per event: 550,00 - 650,00 Euro gross for registered participants

Entry fee per event: 650,00 - 750,00 Euro gross for guest starters

(Exception: Event Nürburgring Nordschleife)

The following classes/groups receive a 25% reduction of entry fee (only valid for registered teams of the Youngtimer Trophy):

- Classes of groups 1 and 3 in the period 1966-1976 up to 1.300 cc
- Classes in groups 1 and 2 in the period 1966-1971 up to 2.000 cc
- Classes in groups 1 and 2 in the period 1972-1975 up to 1.300 cc

The reduction does not apply to the registration fee for the 2022 season.

Guest drivers can also participate in the evaluation runs according to the conditions of the respective events. Separate evaluations YOUNGTIMER TROPHY® will be created. Guest drivers are also subject to the provisions of Article 14 (compulsory advertising) of this announcement. Registered YOUNGTIMER TROPHY® participants have priority over guest drivers when entering an event.

(The right to withdraw from the entry contract (entry fee refund) is regulated in the DMSB event regulations Art. 13).

Accepted participants will receive a written confirmation of registration.

The series organiser reserves the right to refuse registrations and entries with reasons.

4.3 Competition-numbers

The participants will get permanent competition-numbers from the series organiser for the whole season

5. Licences

5.1 Required grade of licence

a) Drivers

Drivers holding an International entrant's and driver's licence 2022 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 Youngtimer Trophy and have paid the registration fees are eligible.

For races on the Nürburgring Nordschleife

Drivers need to hold a DMSB Permit Nordschleife (DPN) valid for the year 2022 additional to the required licence as mentioned above

- Grade A
- Grade B
- Grade C

according to the DMSB list of vehicle category

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 2022 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 Youngtimer Trophy is open to guest drivers with a valid

- International applicant and driver licence as referred to in Article 5.1
- and a DMSB Permit Nordschleife (DPN) valid for the year 2022 according to article 5.1 (for races on the Nürburgring Nordschleife)

to the scoring runs. If the guest entrants fulfil the conditions of this series announcement and the announcement for the respective event, they can participate outside the points and prize money evaluation. The registered participants have priority starting rights.

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

7. Events

7.1 Calendar of events

22.- 24. April 2022	Hockenheim – Preis der Stadt Stuttgart
20.-22. May 2022	Nürburgring Classic – GP –
26.-29. May 2022	ADAC 24h Classic Nürburgring
	3h Race GP+Nordschleife
01.-03. July 2022	Historic Grand Prix Zolder
05.-07. August 2022	Youngtimer Festival Spa
16.-17. September 2022	ADAC 1000km Race Nürburgring
30.09.-02.10.2022	RGB Saisonfinale Nürburgring GP
28./29. October 2022	Schwedenkreuz Nordschleife+GP
	2h Race

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

See Article 7.3 b)

b) Qualification

Two qualifying sessions between 20-30 minutes are scheduled per event (except Nordschleife races). In circuit races, there may be a qualifying session depending on the entry situation. This qualifying is carried out according to the modalities specified in the event announcement.

c) Starting modes

The races will be started as follows:

- Rolling start (Indianapolis start)

d) Races

The Races are over a distance of 2 x 30 minutes or 1 x 60 minutes. The distances for the races on the Nürburgring Nordschleife are 180 minutes or 120 minutes (see respective event announcement). The races are time races. At the end of the time, the leader is waved off. Any regulations to the contrary shall be expressly stipulated in the respective regulations for the event.

The finish line applies both to the track and to the pit lane.

7.4 Compulsory Pit Stop

1h-race

During the race a mandatory pit stop is mandatory. The prescribed pit stop time is 80 seconds. The time window for this compulsory pit stop as well as the prescribed minimum time for the compulsory pit stop with entry and exit pit lane and the compliance with the prescribed maximum speed will be announced for the respective event with the respective entry confirmation or the event announcement. The time window for this mandatory pit stop is prescribed between the 15th minute and the 40th minute of the race. A mandatory pit stop not carried out within this time window is considered not to have been carried out and is subject to a time penalty of 3 minutes. Competitors who contest the race with two drivers may change drivers during the mandatory pit stop. Refuelling during the race is expressly prohibited.

For participants who fall short of the time specified in the entry confirmation, the following regulation applies:

5 seconds time penalty per second underrun

Each participant is responsible for himself to keep to this time limit for the compulsory 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 considered to have been carried out.

A mandatory pit stop during a safety car phase is not permitted and is not considered a mandatory pit stop and is subject to a time penalty of 3 minutes. This regulation also applies to participants who do not perform a mandatory pit stop.

Vehicles that are in the pit lane at the beginning of a safety car phase during the mandatory pit stop are allowed to make it.

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 make their living by racing (decision on this is made by KES Race & Events GmbH) as an additional driver on the vehicle, the following regulation applies:

The professional driver, semi-professional driver is allowed to drive max. 50% of the race distance. Violations against this rule will be punished as follows. The start number will be moved back by the sports commissioners by 5 places in the final result of the event concerned. Registered participants will receive 0 points in the Youngtimer Trophy classification.

If a driver change is found not to have taken place (the basis for this is the named drivers on the entry form or after completion of the document acceptance or deregistration of a driver due to illness before the start of the race), both drivers will be reported to the sports commissioners in the follow-up to the respective race and will be excluded from the championship. The points achieved up to that point can also be cancelled. The decision on this is up to the sports commissioners.

The pit stop as well as the driver change must be signed by the judges in the pit lane (marshals) on the race card. This race card will be handed out at the document inspection and must be returned to the Youngtimer Organisation immediately after the race. No points will be awarded for the corresponding race in the Youngtimer Trophy classification without returning the race card.

This regulation is explicitly valid for a compulsory pit stop at a 1h race. The procedure for races with a different duration will be announced with the respective announcement or entry confirmation.

Race Nürburgring Nordschleife

During the race a mandatory pit stop is mandatory. The prescribed pit stop time is 80 seconds. The mandatory pit stop must be made before the last 30 minutes of the race. A mandatory pit stop not carried out within this time window is considered not to have been carried out and is subject to a time penalty of 15 minutes.

Competitors who contest the race with two or more drivers may change drivers during the mandatory pit stop. Refuelling is only allowed from the petrol pumps.

The prescribed minimum time for the mandatory pit stop(s) (1 or 2 stops are possible) with entry, exit and compliance with the prescribed maximum speed of 60 km/h is 210 seconds.

As a result:

1 competitor/car:

1 mandatory pit stop with 210 seconds or 2 mandatory pit stops with 105 seconds each

2 participants/car:

1 compulsory pit stop with 210 seconds or 2 compulsory pit stops with 105 seconds each

3 participants/car:

Two mandatory pit stops with driver change 105 seconds each

For participants who fall below this time, the following rules apply:

10 seconds time penalty per second underrun

Each participant is responsible for himself to keep to this time limit for the compulsory pit stop. The judges in the pit lane (marshals) will not check the time of the mandatory pit stop.

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 make their living by racing; the decision on this lies with the Youngtimer organisation) as an additional driver on the vehicle, the following regulation applies: The professional driver, semi-professional driver may complete a maximum of 50% of the racing distance. Violations of this rule will be punished as follows. The starting number will be moved back 5 places. Registered participants will receive 0 points in the Youngtimer Trophy classification.

The pit stop as well as the driver change must be signed by the judges in the pit lane (marshals) on the race card. This race card will be handed out at the document inspection and must be returned to the Youngtimer Organisation in the Youngtimer tent immediately after the race. No points will be awarded for the corresponding race in the Youngtimer Trophy classification without returning the race card.

Changes to the above mentioned regulation will be announced with the entry confirmation.

8. Classification

8.1 Scale of points

The winner of a race is the participant who has covered the driven distance with his vehicle in the shortest time under consideration of all penalties.

All participants who have started will be scored provided they have covered at least 50% of the distance of the class winner.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance	=	full points
At least 50% of the scheduled distance	=	half points
Less than 50% of the scheduled distance	=	no points

If one of the two races of the Youngtimer Trophy (Youngtimer 1 or 2) is cancelled on the weekend (e.g. due to weather conditions), both races will be neutralized and will not be used for the classification of the championship

The following points will be awarded for the races:

Only valid for sprint races of 30 minutes!

For those riders, who participate in both races on one race weekend, all results will be used for the classification. If 2 drivers participate with one vehicle, both race results count as team classification. Individual drivers as well as teams can win the championship. The two races are added together.

Example: Driver 1 becomes first in his class in the first race, points are awarded for the race 1 for the 1st place in the class for both drivers. Driver 2 becomes second in his class in the second race, will be awarded 2 points for the race for 2nd place in the class for both drivers.

Special classifications will be made for each division, best lady and best rookie. Prerequisite for the allocation of points for the special classification is that the participant has started in the group in which he is registered

In addition, a special classification (Nordschleifen Trophy in Memoriam Hans Schnock) will be held for the races on the Nürburgring Nordschleife. Here, all three races are used for this special classification. There is no strike result here!

Points are awarded in the individual classes according to the following formula:

$$\frac{\text{Participant - Place} + 0,5}{\text{Participants}} \times 10$$

The number of participants in the class also includes those participants who drop out in the introductory round or in the first lap of the race, even if they are not shown in the results as started participants.

The number of points obtained will be multiplied by a factor according to the following factor key:

circuit race	1,0
Foreign races	1,5
Race Nürburgring Nordschleife	2,0

If two sprint races of 30 minutes each are added to a result on an event weekend, the factor 1.0 is still to be applied. In addition, 1 additional point is awarded for participation (recorded course). The additional point is not multiplied by the factor. (An additional point obtained in this way remains in the case of a strike result).

Classes with less than 3 participants can be combined for scoring with the next higher cylinder capacity class in the same period. If this is not possible, a combination with the same cubic capacity class within the periods 1966-1981 can be made. Classes from the 1966-1981 periods cannot be combined with classes from the 1982-1988 period or classes from the 1989-1991 period. The YOUNGTIMER TROPHY organization is entitled to merge classes after the event in order to award points.

Multiple starters must decide on the vehicle to be evaluated for the overall classification at each race and notify the YOUNGTIMER TROPHY®-Organisation of this at least 30 minutes before the start of the first race. If the participant does not decide on the vehicle to be evaluated, the placement which results in the lower number of points for the championship from the respective race result will be used for the overall evaluation.

Guest starters count as class participants for the allocation of points, YOUNGTIMER TROPHY® participants do not move up in the Trophy classification.

A cancellation result will be applied. A cancellation result can also be a 0-result. If fewer than five races are held in a season, no elimination result will be applied.

Results of those participants who have been punished by the sports commissioners with a disqualification at an event do not count as a cancellation result for them. Also the point for participation in an event does not count then.

10 days after the publication of the respective results, the time limits for objections expire.

Formel: $\frac{\text{Teilnehmer} - \text{Platz} + 0,5}{\text{Teilnehmer}} \times 10$

	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	26	27	28	29	30	
1	5,00																														
2		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	9,81	9,81	9,82	9,83	9,83	
3			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	9,42	9,44	9,46	9,48	9,50
4				1,67	3,75	5,00	5,83	6,43	6,88	7,22	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	9,04	9,07	9,11	9,14	9,17
5					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	8,65	8,70	8,75	8,79	8,83
6						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	8,27	8,33	8,39	8,45	8,50
7							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	7,88	7,96	8,04	8,10	8,17
8								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	7,50	7,59	7,68	7,76	7,83
9									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	7,12	7,22	7,32	7,41	7,50
10										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	6,73	6,85	6,96	7,07	7,17
11											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	6,35	6,48	6,61	6,72	6,83
12												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	5,96	6,11	6,25	6,38	6,50
13													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	5,58	5,74	5,89	6,03	6,17
14														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	5,19	5,37	5,54	5,69	5,83
15															0,36	1,00	1,56	2,06	2,50	2,89	3,25	3,57	3,86	4,13	4,38	4,60	4,81	5,00	5,18	5,34	5,50
16																0,33	0,94	1,47	1,94	2,37	2,75	3,10	3,41	3,70	3,96	4,20	4,42	4,63	4,82	5,00	5,17
17																	0,31	0,88	1,39	1,84	2,25	2,62	2,95	3,26	3,54	3,80	4,04	4,26	4,46	4,66	4,83
18																		0,29	0,83	1,32	1,75	2,14	2,50	2,83	3,13	3,40	3,65	3,89	4,11	4,31	4,50
19																			0,28	0,79	1,25	1,67	2,05	2,39	2,71	3,00	3,27	3,52	3,75	3,97	4,17
20																				0,26	0,75	1,19	1,59	1,96	2,29	2,60	2,88	3,15	3,39	3,62	3,83
21																				0,25	0,71	1,14	1,52	1,88	2,20	2,50	2,78	3,04	3,28	3,50	
22																					0,24	0,68	1,09	1,46	1,80	2,12	2,41	2,68	2,93	3,17	
23																					0,23	0,65	1,04	1,40	1,73	2,04	2,32	2,59	2,83		
24																					0,22	0,63	1,00	1,35	1,67	1,96	2,24	2,50			
25																					0,21	0,60	0,96	1,30	1,61	1,90	2,17				
26																						0,20	0,58	0,93	1,25	1,55	1,83				
27																						0,19	0,56	0,89	1,21	1,50					
28																							0,19	0,54	0,86	1,17					
29																								0,18	0,52	0,83					
																									0,17	0,50					

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.

8.2 Equality of points

If there is a tie between several riders in the final evaluation, the larger number of the first, then second and further places in all the heats will decide. (see DMSB event regulations)

9. Private practice and testing

N/A

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 100,00 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

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

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

It is the applicant's own responsibility to prove originality. Vehicles which, according to their external image, could damage the reputation of the YOUNGTIMER TROPHY® will be rejected.

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

See Technical Regulations Art. 2.22

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

N/A

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

See relevant Supplementary Event Regulations

13. Title, prize money and trophies

13.1 Title overall winner

The driver with the highest total number of points after all evaluation runs in the Youngtimer Trophy (Division 1-14) receives the title:

Overall winner Youngtimer Trophy

The driver with the highest total number of points after all evaluation runs in the Youngtimer Trophy (Division 15 and 16) receives the title:

Overall winner TROPHY 1994

13.2 Prize money and trophies

Per event 30% cups of the started participants in the individual classes will be awarded.

The following numbers of cups are awarded per business event:

- Place 1-3 overall classification
- Place 1-3 per class (at least 4 participants must have participated in one class)
- If there are less than 4 participants in a class, 30% of the started participants in the class will be honoured.
- If there are more than 3 participants in a class, places 1-3 and beyond will be honoured and the remaining 30% of the total participants per class.

Place and time of the annual award ceremony will be announced. Prizes of honour will be handed out. Cash prizes are not planned. Possible sponsorship funds will be used for programs at the individual races.

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:

International status	EUR 1,500.00
National Status	EUR 1,000.00

Appeal to the FIA – payable to the FIA: (acc. to FIA Judicial and Disciplinary Rules)	EUR 6,000.00
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An additional fee of EUR 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 Youngtimer Trophy, including the pictures which are adopted by television broadcasts on the KES Race & Events GmbH.

All television rights of the Youngtimer Trophy 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 KES Race & Events GmbH

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the KES Race & Events GmbH is prohibited.

17. Specific regulations

The Specific Series Regulations are published in the attachment 1.

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

In the Youngtimer Trophy, only vehicles that must comply with the technical requirements of these regulations are used.

The vehicles are divided into divisions from 1 to 16.

The choice of the respective vehicle class is binding for the whole year upon submission of the registration for the YOUNGTIMER TROPHY®. A change of class with the registered vehicle during the current season requires the written approval of the YOUNGTIMER TROPHY® organisation. Multiple registrations can only be accepted with different vehicles. Vehicle changes of any kind must be applied for with the submission of the respective entry for the respective event. Admission to the start requires the approval of the YOUNGTIMER TROPHY®-Organisation. In long-distance races it is possible to start as second or third driver (third driver only in long-distance races) on a vehicle of another registered participant.

Division 1

Cars of the group 1 (Standard Touring Cars) which had a valid FIA homologation in the time between 1.1.1966 and 31.12.1971. These vehicles must comply with the homologation sheet and the Technical Regulations for Group 1 according to Annex J of the ONS Manual 1971. Amendments and information in the ONS Notices 1971 are also valid.

Cars of the Group 1 (Standard Touring Cars) which had a valid FIA homologation in the period between 1.1.1972 and 31.12.1975. These vehicles must comply with the homologation sheet and the Technical Regulations for Group 1 according to Annex J of the ONS Handbook 1975. Amendments and information contained in the ONS Notices 1975 are also valid.

The classes of Division 1

Class 1 up to 1.150 cc
Class 2 over 1.150 cc up to 1 300 cc
Class 3 over 1.300 cc up to 1.600 cc
Class 4 over 1.600 cc up to 2.000 cc
Class 5 over 2.000 cc

Division 2

Cars of the group 2 (Competition Touring Cars) which had a valid FIA homologation in the time between 1.1.1966 and 31.12.1971. These cars must comply with the homologation sheet and the Technical Regulations for Group 2 according to Annex J of the ONS Manual 1971. Amendments and information contained in the ONS Notices 1971 are also valid.

The classes of Division 2

Class 6 up to 1.150 cc
Class 7 over 1.150 cc up to 1.300 cc
Class 8 over 1.300 cc up to 1.600 cc
Class 9 over 1.600 cc up to 2.000 cc
Class 10 over 2.000 cc

Division 3

Cars of the group 2 (Competition Touring Cars) which had a valid FIA homologation in the period between 1.1.1972 and 31.12.1975. These cars must comply with the homologation sheet and the Technical Regulations for Group 2 according to Annex J of the ONS Handbook 1975. Amendments and information contained in the 1975 ONS Notices are also valid.

The classes of Division 3

Class 11 up to 1.150 cc
Class 12 over 1.150 cc up to 1.300 cc

Class 13 over 1.300 cc up to 1.600 cc
Class 14 over 1.600 cc up to 2.000 cc
Class 15 over 1,600 cc up to 2.000 cc (excluding vehicles with four-valve engines)
Class 16 over 2.000 cc

Division 4

Cars of the group 3 (Standard Grand Touring Cars) which had a valid FIA homologation in the time between 1.1.1966 and 31.12.1971. These cars must comply with the homologation sheet and the Technical Regulations for Group 3 as per Appendix J of the ONS Manual 1971. Amendments and information contained in the ONS Notices 1971 are also valid.

Cars of the Group 3 (Standard Grand Touring Cars) which had a valid FIA homologation in the period between 1.1.1972 and 31.12.1975. These vehicles must comply with the homologation sheet and the Technical Regulations for Group 3 as per Appendix J of the ONS Handbook 1975. Amendments and information contained in the 1975 ONS Notices are also valid.

Cars of the Group 3 (Standard Grand Touring Cars) which had a valid FIA homologation in the period between 1.1.1976 and 31.12.1981. These vehicles must comply with the homologation sheet and the Technical Regulations for Group 3 as per Appendix J in the ONS Handbook 1981. Amendments and information in the 1981 ONS Notices are also valid.

The classes of Division 4

Group 3 - Series GT cars (Standard Grand Touring Cars)
Class 17 up to 1.600 cc
Class 18 over 1.600 cc up to 2.000 cc
Class 19 over 2.000 cc

Division 5

Cars of the group 4 (sports cars) which had a valid FIA homologation in the period between 1.1.1966 and 31.12.1969. These vehicles must comply with the homologation sheet and the Technical Regulations for Group 4 as per Appendix J of the ONS Manual 1969. Amendments and information in the 1969 ONS Notices are also valid.

Cars of the Group 4 (Competition Grand Touring Cars) which had a valid FIA homologation in the period between 1.1.1970 and 31.12.1971. These cars must comply with the homologation sheet and the Technical Regulations for Group 4 according to Annex J of the ONS Manual 1971. Amendments and information contained in the ONS Notices 1971 are also valid.

Cars of the Group 4 (Competition Grand Touring Cars) which had a valid FIA homologation in the period between 1.1.1972 and 31.12.1975. These cars must comply with the homologation sheet and the Technical Regulations for Group 4 according to Annex J of the ONS Handbook 1975. Amendments and information contained in the 1975 ONS Notices are also valid.

The classes of Division 5

Group 4 - GT cars and sports cars (Competition Grand Touring Cars and Sports Cars)
Class 20 up to 1.600 cc
Class 21 over 1.600 cc up to 2.000 cc
Class 22 over 2.000

Sports cars are not eligible to start in the races on the Nürburgring Nordschleife.

Division 6

Cars of the group 1 (Standard Touring Cars) which had a valid FIA homologation in the time between 1.1.1976 and 31.12.1981. These vehicles must comply with the homologation sheet and the Technical Regulations for Group 1 according to Annex J in the ONS Manual 1981.

Amendments and information in the 1981 ONS Notices are also valid. Vehicles of the former group 1B are not approved.

The classes of Division 6

Class 23 up to 1.150 cc
Class 24 over 1.150 cc up to 1.300 cc
Class 25 over 1.300 cc up to 1.600 cc
Class 26 over 1.600 cc up to 2.000 cc
Class 27 over 2.000 cc

Division 7

Cars of the group 2 (Competition Touring Cars) which had a valid FIA homologation in the time between 1.1.1976 and 31.12.1981. These cars must comply with the homologation sheet and the Technical Regulations for Group 2 according to Annex J of the ONS Manual 1981. Amendments and information in the 1981 ONS Notices are also valid.

The classes of Division 7

Class 28 up to 1.150 cc
Class 29 over 1.150 cc up to 1.300 cc
Class 30 over 1.300 cc up to 1.600 cc
Class 31 over 1.600 cc up to 2.000 cc
Class 32 over 2.000 cc

Division 8

Cars of the group 4 (Competition Grand Touring Cars) which had a valid FIA homologation in the period between 1.1.1976 and 31.12.1981. These cars must comply with the homologation sheet and the Technical Regulations for Group 4 according to Annex J of the ONS Manual 1981. Amendments and information in the 1981 ONS Notices are also valid.

The classes of Division 8

Group 4 - GT cars (Competition Grand Touring Cars)
Class 33 up to 1.600 cc
Class 34 over 1.600 cc up to 2.000 cc
Class 35 over 2.000 cc up to 3.000 cc
Class 36 over 3.000 cc

Division 9

Vehicles which are in accordance with the technical status of the group 5 (special production cars), vehicles which are in accordance with the technical status of the "German Automobile Racing Championship" and vehicles of the former groups 1 to 4, which had a valid homologation in the period between 1.1.1966 and 31.12.1981. These vehicles must comply with the homologation sheet as well as the Technical Regulations for Group 5 according to Appendix J in the ONS Manual 1981. Amendments and information contained in the 1981 ONS Notices are also valid.

Group 4 homologations from 1966 to 1969 inclusive and Group 5 homologations from 1970 to 1971 inclusive are not permitted, as these are sports cars.

A registration of the vehicles to the YOUNGTIMER TROPHY® requires the express approval of the YOUNGTIMER TROPHY® organisation.

The classes of division 9

Class 37 up to 2.000 cc
Class 38 over 2.000 cc

Division 10

Vehicles according to the technical status of the group N (production cars), which had a valid FIA homologation in the period between 1.1.1982 and 31.12.1988. These vehicles must comply with the homologation sheet and the technical regulations for group N as defined in Annex J of the ONS Manual 1988. Amendments and information in the ONS Notices 1988 are also valid. The regulations according to article 4 in part 3 of the tender have priority.

We reserve the right to classify or reclassify charged vehicles of group N into group A.

The classes in division 10

Group N

Class 39 up to 1.600 cc

Class 40 over 1.600 cc up to 2.000 cc

Class 41 over 2.000 cc up to 2.500 cc

Class 42 over 2.500 cc

Vehicles according to the technical status of the group A (Touring Cars) + B (Grand Tourisme), which had a valid FIA homologation in the period 1982-1988. These vehicles must comply with the homologation sheet and the Technical Regulations for Group A or B according to Appendix J of the ONS Manual 1988. Amendments and information in the 1988 ONS Notices are also valid.

Group A+B

Class 43 up to 1.300 cc

Class 44 over 1.300 cc up to 1.600 cc

Class 45 over 1.600 cc up to 2.000 cc

Class 46 over 2.000 cc to 2.500 cc

Class 47 over 2.000 cc up to 2,500 cc (for vehicles with the technical modifications only, see the explanations in Annex J 1988, Article 4.12)

Class 48 over 2.500 cc

Division 11

Vehicles according to the technical status of the group N (production cars), which had a valid FIA homologation in the period between 1.1.1989 and 31.12.1991. These vehicles must comply with the homologation sheet and the technical regulations for group N as defined in Annex J of the ONS manual 1991. Amendments and information in the ONS Notices 1988 are also valid.

The classes of Division 11

Group N

Class 49 up to 2.000 cc

Class 50 over 2.000 cc

Cars according to the technical status of the group A, which had a valid FIA homologation in the period 1989-1991. These vehicles must comply with the homologation sheet and the technical regulations for Group A as defined in Appendix J of the ONS Manual 1991. Amendments and information in the 1991 ONS Notices are also valid.

Group A+B

Class 51 up to 2.000 cc

Class 52 up to 3.000 cc

Class 53 over 3.000 cc

Class 54 up to 2.500 cc (only valid for Hom-No. 5327 and 5269 with the technical modifications see explanations to annex J 1991, article 5.1-5.3)

Division 12

Vehicles according to the technical status of the Porsche 944 Turbo Cup Regulations according to the 1989 Turbo Cup Regulations

Class 55

Division 13

Vehicles according to the technical status of the Porsche 964 Cup regulations according to the Porsche Carrera Cup 1994 regulations

Class 56

Division 14

BMW 325i Group A Touring Cars according to Homologation A-5292 under the Technical Regulations Classic Super Cup 2010 - Division 7.1

Class 57 up to 2.500 cc

Division 15

Cars according to the technical status of the group A+B, which had a valid FIA homologation in the period 1992-1994. These vehicles must comply with the homologation sheet and the technical regulations for Group A as defined in Appendix J of the ONS Manual 1994. Amendments and information contained in the 1994 ONS Notices are also valid. A homologation is only granted by invitation after application to the organisation. The organisation decides on the admission

Group A+B

Class 58 over 2 500 cc up to 3 000 cc

Class 59 over 3.000 cc up to 3.500 cc

Division 16

Touring cars and GT cars 1982-1994

Touring cars and GT cars according to group H vehicles 1982-1994 according to group H regulations 1990

Admission is by invitation **only**, following submission of an application to the organisation.

The organisation decides on the admission. The following documents must be submitted for the examination for admission:

- Photos of the interior/exterior
- Vehicle pass

Class 60 over 2.500 cc up to 3.000 cc

Class 61 over 3,000 cc up to 3,500 cc

Class 62 over 3 500 cc up to 4 000 cc

The classes 58-62 do not count towards the Youngtimer Trophy championship! These classes count to the TROPHY 94 ranking.

1.2 Principles of the Technical Regulations in conformity with

- 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
- Respective Appendix J see. Art. 1.1

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.

The vehicles must comply with their period specification at that time.

Freedoms allowed by Annex J in the period now do not grant complete freedom, instead they entitle you to use modifications and/or components that were actually and legally used in the period based on these period-specific freedoms. The component used today must be period-specific only in relation to time and not in relation to the vehicle model. This means, for example, that in a Ford Escort of Group 2, Division 3, a carburettor exempted at that time may be used, which was demonstrably used in 1975 in a BMW 2002. The participant is obliged to provide evidence of this. Items deleted once within a period within a homologation

sheet of groups 1, 2, 3 or 4 remain valid. Items deleted once within a period within a homologation sheet of groups N, A and B remain valid.

The YOUNGTIMER TROPHY® organization recognizes these as proofs:

- Parts catalogue of the manufacturer
- manufacturer's repair manual
- Reports in magazines and books from the respective period e.g. Auto Motor Sport or Rallye Racing, sports drivers

The technique used, including those described in the homologation supplements, must be consistent with the corresponding period. Exclusively those parts do not have to comply with the period specification, which are exempted or prescribed by KES Race & Events GmbH in agreement with the DMSB (see Technical Regulations for the respective periods following this announcement).

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 oder FIA 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, the wearing of a helmet in compliance with the DMSB regulations is compulsory.

Furthermore, the use of the FIA-head restraint (e.g. HANS®) is compulsory.

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

This is the actual minimum weight of the vehicle without driver, passenger and their equipment. At no time during the event may the vehicle weigh less than the minimum weight specified in this article. The vehicle weight is determined as follows: Vehicle without occupants, without refilling or draining fuel and other liquids.

Minimum weights for group 2 vehicles:

1966 to 1981 - see table below

Total cubic capacity

up to 1.000 cc 655 kg

over 1.000 cc up to 1.150 cc 690 kg

over 1.150 cc up to 1.300 cc 720 kg

over 1.300 cc up to 1,600 cc 775 kg

over 1.600 cc up to 2.000 cc 845 kg

over 2.000 cc up to 2.500 cc 920 kg

over 2.500 cc up to 3.000 cc 990 kg

over 3.000 cc up to 3.500 cc 1.050 kg
over 3.500 cc up to 4.000 cc 1.115 kg
over 4.000 cc up to 4.500 cc 1.175 kg
over 4.500 cc up to 5.000 cc 1.225 kg
over 5.000 cc up to 5.500 cc 1.280 kg
over 5.500 cc up to 6.000 cc 1.330 kg
over 6.000 cc up to 6,500 cc 1.365 kg
over 6.500 cc up to 7.000 cc 1.405 kg
over 7.000 cc up to 7.500 cc 1.425 kg
over 7.500 cc up to 8,000 cc 1.445 kg
over 8.000 cc 1.530 kg

Throughout the duration of a competition, the vehicles must meet the conditions for the minimum weight. For verification purposes, the Technical Commissioners may weigh a vehicle after it has reached the finish line. The minimum weight can also be achieved by adding ballast. The provisions of Annex J to the ISG of 2002, Art. 252, 2.2 must be observed.

Minimum weights for group 4 vehicles
1972 to 1981 - see table below

Total cubic capacity
up to 1.600 cc 740 kg
over 1.600 cc up to 2.000 cc 810 kg
over 2.000 cc up to 2.500 cc 880 kg
over 2.500 cc up to 3.000 cc 945 kg
over 3.000 cc up to 3.500 cc 1.005 kg
over 3.500 cc up to 4.000 cc 1.075 kg
over 4,000 cc up to 4,500 cc 1,120 kg
over 4.500 cc up to 5.000 cc 1.170 kg
over 5.000 cc up to 5.500 cc 1.225 kg
over 5.500 cc up to 6.000 cc 1.270 kg
over 6.000 cc up to 6,500 cc 1,310 kg
over 6.500 cc up to 7.000 cc 1.340 kg
over 7.000 cc up to 7.500 cc 1.365 kg
over 7.500 cc up to 8.000 cc 1.380 kg
over 8.000 cc 1.465 kg

Throughout the duration of a competition, the vehicles must meet the conditions for the minimum weight. For verification purposes, the Technical Commissioners may weigh a vehicle after it has reached the finish line. The minimum weight can also be achieved by adding ballast. The provisions of Annex J to the ISG of 2002, Art. 252, 2.2 must be observed.

For vehicles that must comply with the minimum weight according to homologation, the homologation weights plus safety equipment are determined. The following values for the roll cage are taken into account: Roll cages according to certificate weight. If the weight of the roll cage cannot be determined according to the certificate, the following weights apply, in accordance with the design as per Annex J 1993, Art. No. 253.8:

Drawing No. 3, 4, 4a, 5, 6, 7, 11 and 12 25 kg
Drawing No. 8, 9 and 10 30 kg
Drawings No 13, 14, 15, 16, 17 and 18 35 kg
Minimum weight for Division 9 vehicles: see Article 4.8

The classes of division 9

Class 37 to 2000 cc

In category 37, vehicles must have the following minimum weights (Annex J in the ONS Manual 1981, Art. 255h):

up to 1000 cc 595 kg
over 1000 cc up to 1150 cc 610 kg

over 1150 cc up to 1300 cc 635 kg
over 1300 cc up to 1600 cc 675 kg
over 1600 cc up to 2000 cc 735 kg

Class 38 over 2000 cc

In category 38, vehicles must have the following minimum weights (Annex J of the ONS Manual 1981, Art. 255h):

over 2000 cc to 2500 cc 800 kg
over 2500 cc up to 3000 cc 860 kg
over 3000 cc up to 3500 cc 915 kg
over 3500 cc up to 4000 cc 970 kg
over 4000 cc up to 4500 cc 1025 kg
over 4500 cc up to 5000 cc 1065 kg
over 5000 cc up to 5500 cc 1115 kg
over 5500 cc up to 6000 cc 1155 kg
over 6000 cc up to 6500 ccm 1190 kg
over 6500 cc up to 7000 cc 1220 kg
over 7000 cc up to 7500 cc 1240 kg
over 7500 cc up to 8000 cc 1255 kg
over 8000 cc 1330 kg

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.

1.7 Equivalence formula for supercharged engines

The equivalence formula is:

- see respective Appendix J

1.8 Exhaust prescriptions

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.

The cars must be equipped with a DMSB homologated particle filter (applicable for Diesel cars).

1.9 Noise regulations

The maximum permitted noise limits are 138 dB(A) measured in compliance with the LWA procedure and 106 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.

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. (See also attachment to these Regulations).

In compliance with the FIA/DMSB regulations for start numbers and advertising on vehicles, the following mandatory advertising on the competition vehicle is prescribed:

- Windscreen sticker ADAC (no other sticker allowed)
- Start number carrier driver/passenger door/engine bonnet
- ISA-Racing front right and left fender

No specific advertising rules are laid down for driver equipment.

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
- FIA homologated Seats 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*

Note:

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

1.11.1. Roll cage additional provisions

The installation of a roll cage is mandatory for all vehicles. Specification of the roll cage at least according to Annex J of the ONS Manual 1993, Art. 253.8, figures 3 to 18, or according to the current Annex J, Art. 253.8. For Alpine Renault A110 type vehicles, Group 3, a roll bar is mandatory, a roll cage construction is recommended.

For so-called self-made cages according to Annex J 1993

On roll cages (not roll bars), which are built according to the so-called self-construction specifications, at least two flank protection struts are required on the driver's side according to drawings 253-13, 253-18, in Annex J 1993.

In the case of self-made cages, at least one diagonal strut of Annex J 1993 shall support the main bodywork of a left-hand drive vehicle. In the case of a right-hand drive vehicle, the reverse is true (see Annex J 1993, item 253.8, drawing 6).

In addition, the front stirrup shall be provided on both sides with a support strut as shown in the current Annex J, item 253.8, drawing 253-15. (Dimension A greater than 200 mm.)

As an alternative to support struts according to drawing 253-15 (current Appendix J), shortened struts according to Art. 1.8.3. and a-b (see DMSB-manual, blue part) or, in case of spatial problems, special construction according to Art. 1.8.3.c (see DMSB-manual, blue part) may be used. For special constructions which are different from a) and b), a special approval must be granted by the DMSB, proof of this special construction must be provided by the driver/applicant.

Self-construction cages according to current Annex J 253.8

Art. 253.8.3.2.2.2 Reinforcement of the windscreen pillar is mandatory. (A-pillar) drawing 253-15).

As an alternative to support struts according to drawing 253-15, shortened struts according to Art. 1.8.3. and a-b (see DMSB manual, blue part) or, in case of spatial problems, special construction according to Art. 1.8.3.c (see DMSB manual, blue part) may be used. For special constructions which are different from a) and b), a special approval must be granted by the DMSB, proof of this special construction must be provided by the driver/applicant.

In the case of crossed flank protection struts (drawing 253-9), at least two opposite gusset plates must be provided in accordance with Art. 253.8.2.14 and drawing 253-34 in Appendix J.

Alternative belt attachment strut according to Art.2.5 blue part DMSB manual.

In the case of so-called self-made cages the arrangement of the bolts (M8 bolts) prescribed at the cage feet is optional (see article 253, 8.3.2.6 of the current Appendix J).

1.11.2. Safety belts

The validity of the belt homologations is extended by 5 years. The prerequisite for this is that all belts and fasteners are in perfect condition and all labels are legible.

For events abroad, the deviating or additional safety regulations of the respective ASN apply.

1.11.3 Fire barrier

A liquid-tight, flameproof protective wall must be provided between the engine compartment and the passenger compartment, and between the passenger compartment and the fuel tank (including filler pipe).

1.11.4 Circuit breaker

A spark-proof circuit breaker is mandatory. The circuit breaker must interrupt all electrical circuits. It must be operable from inside and outside. The external trigger must be located under the windscreen on the left-hand side of the vehicle if possible. It must be identified by a red flash in a blue triangle with a white border. Each edge of the triangle must be at least 12 cm long.

1.11.5 Oil collector

Every wagon whose engine and gearbox lubrication system has an open housing ventilation system must be equipped in such a way that the escaping oil cannot leak freely. An oil collector must have a minimum capacity of 2 litres for engines up to 2000 cc and 3 litres for engines over 2000 cc.

1.11.6 Seats

FIA homologated seats of standard 8855/1999 or 8862/2009 are mandatory. The age of former homologated seats may not exceed 10 years. For events abroad, the deviating or additional safety regulations of the respective ASN apply.

1.11.7 Rear fog light

If there is no rear fog light on the vehicle, one must be fitted (visibility in rain races).

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).

1.12.2 Refuelling, Refuelling installations and control

N/A

1.13 Technical definitions

In addition to 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

See Regulations Part 2, Art. 1.1.

2.2.1 Exhaust system

See Regulations Part 2, Art. 1.1.

2.3 Transmission

See Regulations Part 2, Art. 1.1

2.4 Braking system

The type and design of the brake hoses and brake lines are optional.

Group 2, 4, 5 and A

Brake callipers are optional. The dimensions and the number of brake pistons must comply with the homologation. The alternative brake callipers must be able to be attached to the original mounting points without adaptation.

2.5 Steering

The standard steering system may be replaced by a safety steering column. One-piece steering columns may be replaced by columns incorporating universal or telescopic joints for safety reasons, provided that all original functions are maintained; such steering columns must originate from columns of FIA homologated vehicles of the same or higher displacement compared to the vehicle in question.

2.6 Suspension

See Regulations Part 2, Art. 1.1.

2.7 Wheels (Flange + rim) and tyres

Heating of the wheels (tyres and/or rims) is prohibited.

2.8 Bodywork and dimensions

see Regulations Part 2, Art. 1.1.

The application of tinted films to the headlamps and the use of coloured bulbs in the headlamps are prohibited in all divisions and groups. Contemporary coloured bulbs which were available for the vehicle are allowed. The obligation to provide proof of this lies with the vehicle owner. Only transparent colourless foil on the front headlights is permitted as splinter protection.

2.9 Aerodynamic devices

See Regulations Part 2, Art. 1.1.

2.10 Electrical equipment

See Regulations Part 2, Art. 1.1.

2.11 Fuel circuit

See Regulations Part 2, Art. 1.1.

Groups 2, 4, 5 and A+B

The fuel tank may be accommodated within the passenger compartment subject to the following regulations:

- a) Installation position behind the front edge of the standard rear seat bench or heel plate.
- b) Only FT3, FT3.5 or FT5 safety tanks are approved. If an FT3, FT3.5 or FT5 safety tank is installed, this must comply with Art. 253.14 or 259.6.3.
- c) Fastened to the body with metal strips at least 40 mm wide and 2 mm thick, twice longitudinally and once transversely to the longitudinal axis of the vehicle.
- d) Liquid-tight partition wall or box made of GRP or aluminium is mandatory.
- e) The tank must also be protected by a shock absorbing layer at least 15mm thick. The foam must have a minimum density of 35 kg/m³.
- f) Filling of the fuel tank is only permitted from the outside.
- g) All fuel lines must comply with the currently valid regulations according to Article 253.3.2.
- h) Inside the passenger compartment the fuel lines must be continuous (not cut into pieces).
- i) The filler neck may be located at a suitable place on the body except the roof. For the purpose of fitting the tank filler necks, the rear side windows may be replaced by polycarbonate windows of at least 5 mm thickness and bearing approval marks. The shape and position must correspond to the original rear side window.
- j) Field of vision for manufacturer's name and date of manufacture must be provided.
- k) A non-return valve must be installed in the filling tube.
- l) There must be two diagonal struts (cross struts) or equivalent struts in the main yoke of the rollover device.
- m) It is permitted to cut the vehicle floor to the necessary dimension for the installation of the fuel tank. The cut-out area of the vehicle floor may be max. 2 cm larger on all sides than the area projected from above of the installed fuel tank. The removal of any load-bearing parts or double metal sheets is not permitted.

Accommodation in the boot

- a) Only FT3, FT 3.5 or FT5 stitch tanks are permitted. If an FT3, FT 3.5 or FT 5 safety tank is installed, this must comply with Art. 253.14 or 259.6.3.
- b) Fastened to the body with metal strips at least 40 mm wide and 2 mm thick, twice longitudinally and once transversely to the longitudinal axis of the vehicle. The strips must be routed around the box. As an alternative to the straps, they can be fixed to the foot of the box with at least 10 screws of size M8 or 16 screws of size M6.
- c) Liquid-tight partition wall or box made of GRP or aluminium is mandatory.
- d) The filler neck may be located at a suitable point on the body except for the window panes and the roof. For the purpose of fitting the tank filler necks, the rear side windows may be replaced by polycarbonate windows of at least 5 mm thickness and with approval marks. The shape and position must correspond to the original rear side window. The filler pipe must be flexible (e.g. rubber) and double-walled.
- e) Filling of the fuel tank is only permitted from the outside.
- f) Field of vision for manufacturer's name and date of manufacture must be available.

2.12 Lubrication system

See Regulations Part 2, Art. 1.1.

2.13 Safety tank

If a FT3, FT3.5 or FT5 safety tank is installed, this article 253.14 or 259.6.3 must be complied with.

Article 253j clarifies that safety tanks, if any, must remain at the originally intended place of installation (series production). Under no circumstances may a tank be installed in the passenger compartment. The boot is also precisely defined for so-called "two-volume vehicles".

As of 01.01.2025, safety fuel tanks according to FIA standard FT3/FT3-1999 or FT5 are mandatory in all classes.

2.14 Data transmission

A permanent transponder is mandatory for all participants. Participants (guest starters) who do not have their own permanent transponder must pay a rental fee for the transponder per event. This regulation is not valid for the noise transponders on the Nürburgring Nordschleife.

2.15 Chassis springs

The following is allowed for all groups.

Helper springs (auxiliary springs) may be installed if the original spring strut is retained and the chassis is not adjustable in height.

2.16 Miscellaneous

2.16.1 Technical acceptance / follow-up inspection

By submitting the entry form, the participants declare their willingness to have their vehicles inspected technically. Such an examination can be ordered by KES Race & Events GmbH in coordination with the race director and the sports commissioners. In addition to follow-up examinations, follow-up checks can also be ordered. All costs in connection with the disassembly/assembly and the technical examination are at the expense of the participant. Inspections can be carried out before/after the training or race. The schedule of the respective event must be taken into account. Investigations can also be carried out after the protest period. Drivers and mechanics of the vehicle concerned may be present during the investigations. KES Race & Events GmbH reserves the right in coordination with the sports commissioners to retain all parts for security purposes until the investigations are completed.

2.16.2 Special regulations

The individual provisions in Annex "J" (1971, 1975, 1981, 1988, 1991 and 1994) are explained and clarified in the Annex. These explanations and the technical provisions are official and form an integral part of this invitation to tender. Homologation sheets must be obtained from the DMSB. The corresponding Annex "J" can be downloaded from the website www.youngtimer.de.

Part 3 Attachments/Drawings

Appendix 1:

Declarations concerning the provisions of Annex J and further provisions (part of the regulations)

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6.1. landing gear

1. Declarations relating to Annex "J" 1971 (period 1966 to 1971) and more extensive provisions

The following information forms an integral part of the invitation to tender. During the sports year they can be changed or supplemented in agreement with the DMSB. Anything not expressly permitted by these regulations is prohibited.

1.1 Aerodynamic aids:

See homologation and appendix J of the years in the corresponding period as well as ONS notifications

1.2 Exhaust manifold:

The exhaust manifold is exempted in group 2 and 4 of the 1966-1971 homologation years.

1.3 Ground clearance:

All parts of the sprung mass of the vehicle must maintain a minimum ground clearance of 100 mm so that a block of 800 mm x 800 mm x 100 mm can be pushed under the vehicle from either side at any time during an event.

1.4. Brakes:

Group 2 and 4

Instead of the parking brake it is permitted to install a hydraulic shut-off valve.

1.5 Spare wheel:

The carrying of a spare wheel is mandatory in this category. The spare wheel must be serviceable and the rim must have the same diameter as the mounted rims.

1.6 Landing gear:

Group 1 and 3:

The standard chassis bushings can be replaced by plastic bushings. The original bushings must not be changed.

1.7 Chassis springs group 1:

BMW 1602, 1600ti, 2002, 2002ti, 2002tii, 2000 touring:

Only the springs specified by the YOUNGTIMER TROPHY® organisation may be used.

Labelling VA: Eibach Logo, Youngtimer 02 VA 3

HA: Eibach Logo, Youngtimer 02 HA 2

Ford Escort RS 2000 (homologation number 5566):

Only the feathers prescribed by the YOUNGTIMER TROPHY® organisation may be used.

Identification VA: Eibach Logo, Youngtimer

1.8 Suspension strut:

Annex J - Article 1-1.7

Ford Escort: There are two homologated shock absorbers for group 1 with different height of the spring plate. The dimension between the center of the stub axle to the upper edge of the spring plate is 345 mm once and 390 mm for the second strut. These are the two possible dimensions which may be used in group 1.

1.9 Interior:

Group 2 and 4:

The rear seat(s), the passenger seat, the carpet, the headliner and the spare wheel may be removed. The side panels and dashboard must retain their original outfit! The dashboard consists of the cover to the windscreen, the instrument panel, measuring instruments and switches. The upper cover must not be modified in any vehicle unless it is regulated by homologation. The measuring instruments may be replaced by others.

1.10. Bodywork:

Group 1

Folding down the wheel arch edges on the front and rear mudguards is permitted.

Group 2 BMW 02 series

It is permitted to provide the front panel on the right-hand side with a maximum of 3 ventilation holes, each with a maximum diameter of 100 mm, so that an engine oil cooler can be installed.

1.11 Fuel lines:

Fuel lines can also be installed through the passenger compartment. However, if this is not possible otherwise due to the "series", then it is mandatory that the lines are made of metal and do not have any connections (connections) in the interior.

1.12 Power transmission:

Transmission group 2,4 and 5

The gearbox suspensions as well as the gearshift lever and its position and the shift console are optional.

1.13 Steering:

In groups 2 and 4 only the steering ratio is optional and not the arrangement or steering itself! The steering wheel lock can be disengaged on group 1 and 3 vehicles. The standard steering can be replaced by a safety steering column. One-piece steering columns may be replaced by columns containing universal or telescopic joints for safety reasons, provided that all original functions are maintained; such steering columns must be columns from FIA homologated vehicles of the same or higher displacement compared to the vehicle in question.

1.14. Engine - cylinder capacity:

In groups 1 to 4, extensions of the engine capacity are only permitted within the valid tolerances according to the homologation sheet. Should this lead to an exceeding of the cubic capacity, it is permitted to bushing out the engine block, so that in any case the cubic capacity limits are not exceeded.

1.15 Engine - oil pan:

Buffing plates are permitted in group 1 in the oil pan, but without an oil sump.

1.16 Engine lubrication system:

Appendix J - Article 1.8-1.16

Group 1 and 3:

An oil cooler is permitted for the engine. Installation of an oil cooler outside the bodywork is permitted only if it is below a horizontal plane passing through the centre of the wheel hub. However, they must not be surrounded by an aerodynamic fairing and must not project beyond the outline of the vehicle when viewed from above.

1.17 Engine - cylinder head:

Group 1 and 3:

It is permitted to use valve stem guides while retaining the original dimensions (valves and guides). The material is optional.

1.18 Engine management - injection systems:

The components must comply with the period specification.

1.19 Oil collector:

Group 1 and 3:

The venting of the oil collector must lead (with closed engine venting) into the air filter housing.

1.20 Wheels and tyres:

Group 1 and 3:

During this period only rim sizes and types homologated for the respective vehicle types may be used. Vehicles with a homologated rim diameter of 12" may convert to rims with a diameter of 13", provided that the offset and rim width are maintained. Vehicles with a

homologated rim diameter of 14" may convert to rims with a diameter of 15", provided that the offset and rim width are maintained.

Groups 1 to 4:

New rims must correspond to the period in terms of appearance and dimensions.

1.21. Seats:

Prescribed are FIA homologated seats according to the standard 8855/1999 or 8862/2009.

The age of formerly homologated seats must not exceed 10 years.

For events abroad the deviating or additional safety regulations of the respective ASN apply.

1.22 Bumpers:

In groups 1 and 3 no bumpers need to be installed, except for vehicles with integrated bumpers. In groups 2 and 4 the bumpers are optional.

1.23. Circuit breakers:

For groups 1 and 3 (series groups) a circuit breaker is mandatory.

1.24. Support bearings:

Only homologated ones or those which do not alter camber or caster are permitted.

2. declarations relating to Annex "J" 1975 (period 1972-1975) and more extensive provisions

The following information forms an integral part of the invitation to tender. During the sports year they can be changed or supplemented in agreement with the DMSB. Anything not expressly permitted by these regulations is prohibited.

2.1 Aerodynamic aids:

See homologation and appendix J of the years in the corresponding period as well as ONS notifications

2.2 Exhaust manifold:

the exhaust manifold is exempted by these regulations in groups 2 and 4.

2.3 Ground clearance:

No part of the vehicle may touch the ground when the tyres on one side of the vehicle are not inflated.

2.4 Brakes:

When using larger brake discs, the "coated brake surface" must not change.

Group 2 and 4

Instead of the standard parking brake, it is permitted to install a hydraulic shut-off valve.

2.5 Spare wheel:

It is not compulsory to carry a spare wheel in groups 2 and 4.

2.6 Chassis:

Group 1 and 3

The standard chassis bushings can be replaced by plastic bushings. The original sockets must not be changed.

2.7 Suspension springs group 1:

BMW 1602, 1600ti, 2002, 2002ti, 2002tii, 2000 touring:

Only the springs specified by the YOUNGTIMER TROPHY organisation may be used.

Marking VA: Eibach logo, Youngtimer 02 VA 3

HA: Eibach Logo, Youngtimer 02 HA 2

Ford Escort RS 2000 (homologation number 5566):

Only the feathers prescribed by the YOUNGTIMER TROPHY organisation may be used.

Identification VA: Eibach Logo, Youngtimer

2.8 Shock absorber:

Ford Escort: There are two homologated shock absorbers for group 1 with different height of the spring plate. The dimension between the center of the stub axle to the upper edge of the spring plate is 345 mm and 390 mm for the second strut. These are the two possible dimensions which may be used in group 1.

2.9 Interior:

Groups 2 and 4

The rear seat(s), the passenger seat and the carpet may be removed. Side panels and dashboard must retain their original outfit! The dashboard consists of the cover to the windscreen, the instrument panel, measuring instruments and switches. The upper cover must not be modified on any vehicle unless it is regulated by homologation. The measuring instruments may be replaced by others.

2.10. Bodywork:

Group 1

Folding down the wheel arch edges on the front and rear mudguards is permitted.

Group 2 BMW 02 series

It is allowed to provide the front panel on the right side with max. 3 ventilation holes with a size of max. 100 mm diameter each, so that an engine oil cooler can be installed.

2.11 Fuel lines:

Fuel lines can also be installed through the passenger compartment. However, if this is not possible otherwise due to the "series", then it is mandatory that the lines are made of metal and do not have any connections (connections) in the interior.

2.12 Power transmission:

Transmission group 2,4 and 5

The gearbox suspensions as well as the gearshift lever and its position and the gearshift console are optional.

2.13 Plastic parts and windows:

During this period plastic hoods etc. are not permitted - neither are windows made of plastic or plexiglass. It is also not permitted to replace body parts with plastic. Exceptions are only regulated here by explicit homologation.

2.14 Steering:

Only the steering ratio is optional in groups 2 and 4, but not the position and arrangement of the steering! The steering wheel lock can be disengaged in the group 1 and 3 vehicles. The standard steering can be replaced by a safety steering column. One-piece steering columns may be replaced by columns containing universal or telescopic joints for safety reasons, provided that all original functions are maintained; such steering columns must originate from columns of FIA homologated vehicles of the same or higher displacement compared to the vehicle in question.

2.15 Engine - cylinder capacity:

In groups 1 to 4, extensions of the engine capacity are only permitted within the valid tolerances according to the homologation sheet. Should this lead to an exceeding of the cubic capacity, it is permitted to bushing out the engine block, so that in any case the cubic capacity limits are not exceeded.

2.16 Engine oil pan:

Buffing plates are permitted in group 1 in the oil sump, but without an oil plane.

2.17 Engine lubrication system:

Group 1 and 3

An oil cooler is permitted for the engine. An oil cooler may only be installed outside the bodywork if it lies below a horizontal plane passing through the centre of the wheel hub. However, they must not be surrounded by an aerodynamic fairing and must not project beyond the outline of the vehicle when viewed from above.

2.18 Engine cylinder head:

Group 1 and 3

While retaining the original dimensions (valves and guides) it is permitted to use valve stem guides. The material is optional.

2.19 Engine management - injection systems:

The components must comply with the period specification.

2.20 Oil collector:

Group 1 and 3

The vent of the oil collector must lead (with the engine vent closed) into the air filter housing.

2.21 Porsche Carrera 3.0 RS(R):

The following crankcases are approved for the Porsche 3.0 RS(R):

1.) Crankcase original with oil strainer
2.) Crankcase of the Porsche 930 Turbo 3.0 with the following casting numbers:
930 101 101 4R
630 101 102 4R
or
930 101 013 4R
930 101 104 4R
provided the engine capacity limit is not exceeded

Brake:

The brake calipers of the Porsche 911 Turbo 3.3l Homologation No. 3076 Supplement 6/3 may be used as replacement parts.

2.22 Wheels and tyres:

Group 1 and 3

During this period only rim sizes and types homologated for the respective vehicle types may be used. Vehicles with a homologated rim diameter of 12" may convert to rims with a diameter of 13", provided that the offset depth and rim width are maintained. Vehicles with a homologated rim diameter of 14" may convert to rims with a diameter of 15", provided that the offset and rim width are maintained.

On the 911 Carrera Model G from 1974 and later, 7" rims may be used at the front and 8" at the rear in Group 3 as supplied by the dealer.

Groups 1 to 4

New rims must correspond to the original rims of the period in terms of appearance and dimensions.

2.23. Seats:

FIA homologated seats according to the standard 8855/1999 or 8862/2009 are required. The age of formerly homologated seats must not exceed 10 years.

For events abroad the deviating or additional safety regulations of the respective ASN apply.

2.24 Bumpers:

In groups 1 and 3 no bumpers need to be installed, except for vehicles with integrated bumpers. In groups 2 and 4 the bumpers are optional.

2.25 Circuit breaker:

For groups 1 and 3 (series groups) a circuit breaker is mandatory.

2.26 Support bearings:

Only homologated bearings or those which do not alter camber or caster are permitted.

2.27 VW Golf/Scirocco:

The Golf and Scirocco types require special information: In this vehicle period, only homologation sheet 5584 is valid for the VW Golf up to and including supplement 5584-8/2E (supplement page 16). For the VW Scirocco, only homologation sheet 5575 is valid up to and including supplement 5575-4/2V.

2.28 For Porsche 911 RS and Porsche 911 RSR of homologation sheet no. 3053 the following alternative parts are permitted:

Instead of the steel swing arms prescribed in Homologation Sheet 3053, page 27 (Porsche Spare Part No. 911.331.053.21 and 911.331.054.21) and the associated wheel bearings and wheel hubs, the following swing arms and parts may be used as alternatives:

Aluminium swing arms (Porsche spare part no. 911.331.513.00 and 911.331.514.00) for the Porsche 911 of the years of manufacture 1974 to 1988

Aluminium swing arms (Porsche spare part no. 911.331.513.06 and 911.331.514.06) for the Porsche 911 of the years of manufacture 1974 to 1988

Wheel bearing (Porsche spare part no. 999.053.020.01) or wheel hub of identical design (Porsche spare part no. 911.331.065.33),
Aluminium swing arms (Porsche spare part no. 930.331.511.05 and 930.331.512.05) for the Porsche 930 Turbo from 1978 to 1988

Inner wheel bearing (Porsche Spare Part No. 999.059.047.00) or identical, outer wheel bearing (Porsche Spare Part No. 999.059.057.00) or identical, spacer sleeve (Porsche Spare Part No. 930.331.609.00) or identical, wheel hub (Porsche Spare Part No. 930.331.065.03)
Drive shaft part (Porsche Spare Part No. 930.332.232.00)

3. declarations relating to Annex "J" 1981 (period 1976-1981) and more extensive provisions

The following information is a binding part of the invitation to tender. During the sports years they can be changed or supplemented in agreement with the DMSB. Anything not expressly permitted by these regulations is prohibited.

3.1 Aerodynamic aids:

See homologation and appendix J of the years in the corresponding period as well as ONS notifications

3.2 Exhaust manifold:

the exhaust manifold is exempted by these regulations in groups 2 and 4.

3.3 Ground clearance:

No part of the vehicle may touch the ground when the tyres on one side of the vehicle are not inflated.

3.4 Brakes:

When using larger brake discs, the "coated brake surface" must not change.

Group 2 and 4

Instead of the standard parking brake, it is permitted to install a hydraulic shut-off valve.

3.5 Injection systems:

The obligation to provide proof lies with the participant

3.6 Spare wheel:

In groups 2 and 4 it is not compulsory to carry a spare wheel.

3.7 Landing gear:

Group 1 and 3

The standard chassis bushings can be replaced by plastic bushings. The original sockets must not be changed.

Porsche 924, homologation number 3075

The rear axle oscillators (part number 4 477 501 035 D/477 501 036 D) can be replaced by axle oscillators with part numbers 951 331 514 07 and 951 331 513 07.

3.8 Suspension springs group 1:

BMW 1602, 1600ti, 2002, 2002ti, 2002tii, 2000 touring:

Only the springs specified by the YOUNGTIMER TROPHY® organisation may be used.

Marking VA: Eibach Logo, Youngtimer 02 VA 3

HA: Eibach Logo, Youngtimer 02 HA 2

Ford Escort RS 2000 (homologation number 5566):

Only the feathers prescribed by the YOUNGTIMER TROPHY® organisation may be used.

Identification VA: Eibach Logo, Youngtimer

VW Golf, VW Golf GTI, VW Scirocco and VW Scirocco GTI

Labelling VA: Eibach logo, Youngtimer 28 VA

HA: Eibach logo, youngtimer 28 HA

3.9 Shock absorber:

Ford Escort: There are two homologated shock absorbers for group 1 with different height of the spring plate. The dimension between the center of the stub axle to the upper edge of the spring plate is 345 mm and 390 mm for the second strut. These are the two possible dimensions which may be used in group 1.

3.10 Interior:

Group 2 and 4

The rear seat(s), the passenger seat and the carpet may be removed. The side panels and dashboard must retain their original appearance!

The dashboard consists of the windscreen cover, the instrument panel, measuring instruments and switches. The upper cover must not be modified on any vehicle unless it is regulated by homologation. The measuring instruments may be replaced by others.

3.11. Bodywork:

Group 1:

Folding down of the wheel arch edges on the front and rear mudguards is permitted.

3.12 Group 2 BMW 02 series:

It is permitted to provide the front panel on the right side with max. 3 ventilation holes, each with a maximum diameter of 100 mm, so that an engine oil cooler can be installed.

3.13 Fuel lines:

Fuel lines can also be installed through the passenger compartment. However, if this is not possible otherwise due to the "series", then it is mandatory that the lines are made of metal and do not have any connections (connections) in the interior.

3.14 Power transmission:

Transmission group 2, 4 and 5

The gearbox suspensions as well as the gearshift lever and its position and the shift console are optional.

3.15 Plastic parts and windows:

During this period plastic hoods etc. are not allowed, nor are windows made of plastic or plexiglass. It is also not permitted to replace body parts with plastic. Exceptions are only regulated here by explicit homologation.

3.16 Steering:

Only the steering ratio is optional in groups 2 and 4, but not the position and arrangement of the steering! The steering wheel lock can be disengaged in the group 1 and 3 vehicles. The standard steering can be replaced by a safety steering column. One-piece steering columns may be replaced by columns containing universal or telescopic joints for safety reasons, provided that all original functions are maintained; such steering columns must originate from columns of FIA homologated vehicles of the same or higher displacement compared to the vehicle in question.

3.17 Engine - cylinder capacity:

In groups 1 to 4, extensions of the engine capacity are only permitted within the valid tolerances according to the homologation sheet. Should this lead to an exceeding of the cubic capacity, it is permitted to bushing out the engine block, so that in any case the cubic capacity limits are not exceeded. Pistons for vehicles of Division 5, Class 28 whose use results in a total cubic capacity of 1600.08 cc are permitted (second oversize VW).

3.18 Engine oil pan:

Buffing plates are permitted in group 1 in the oil pan, but without an oil sump.

3.19 Engine - lubrication system:

Group 1 and 3

An oil cooler is permitted for the engine. An oil cooler may only be installed outside the bodywork if it lies below a horizontal plane passing through the centre of the wheel hub. However, they must not be surrounded by an aerodynamic fairing and must not project beyond the outline of the vehicle when viewed from above.

3.20. Engine cylinder head:

Group 1 and 3

While retaining the original dimensions (valves and guides) it is permitted to use valve stem guides. The material is optional.

3.21 Engine management:

The components must comply with the period specification.

3.22 Engine - valve control:

For vehicles of Division 5, Class 28, only camshafts with the embossed designation "YT" as prescribed by the YOUNGTIMER TROPHY® organisation must be used.

3.23 Oil collector:

Group 1 and 3

The vent of the oil collector must lead (with the engine vent closed) into the air filter housing.

3.24 Porsche Carrera 3.0 RS(R), homologation no. 3053:

Only Appendix J and homologation sheet are valid: Original engine block (with oil strainer); brake calipers either original or Porsche 930 turbo, whereby the coated brake surface does not differ from the homologated version.

3.25 Wheels and tyres:

Group 1 and 3

During this period only rim sizes and types homologated for the respective vehicle types may be used. Vehicles with a homologated rim diameter of 12" may convert to rims with a diameter of 13", provided that the offset depth and rim width are maintained. Vehicles with a homologated rim diameter of 14" may convert to rims with a diameter of 15", provided that the offset and rim width are maintained.

On the 911 Carrera Model G from 1974 and later, 7" rims may be used at the front and 8" at the rear in Group 3 as supplied by the dealer.

Groups 1 to 4

New rims must correspond to the original rims of the period in terms of appearance and dimensions.

Group 5

During this period only rim sizes homologated for the respective vehicle types may be used. The vehicles may be equipped with rims 1" larger than those specified in the homologation. Approvals of other rim sizes are subject to the participants' obligation to provide proof (see Article 1.3 in Part 2 of the Technical Regulations).

3.26 seats:

FIA homologated seats are required according to the standard 8855/1999 or 8862/2009. The age of formerly homologated seats must not exceed 10 years.

For events abroad the deviating or additional safety regulations of the respective ASN apply.

3.27 Bumpers:

In groups 1 and 3 no bumpers need to be installed, except for vehicles with integrated bumpers. In groups 2 and 4 the bumpers are optional.

3.28. Circuit breakers and hood holders:

Mandatory in groups 1 and 3.

3.29. Support bearings:

Only homologated ones or those that do not alter camber or caster are permitted.

3.30 For Porsche 911 RS and Porsche 911 RSR of homologation sheet no. 3053 the following alternative parts are permitted:

Instead of the steel swing arms (Porsche spare part no. 911.331.053.21 and 911.331.054.21) and the corresponding wheel bearings and wheel hubs specified in

Homologation Sheet 3053, page 27, the following swing arms and parts may be used as alternatives:

Aluminium swing arms (Porsche spare part no. 911.331.513.00 and 911.331.514.00) for the Porsche 911 of the years of manufacture 1974 to 1988

Aluminium swing arms (Porsche spare part no. 911.331.513.06 and 911.331.514.06) for the Porsche 911 of the years of manufacture 1974 to 1988

Wheel bearing (Porsche spare part no. 999.053.020.01) or wheel hub of identical design (Porsche spare part no. 911.331.065.33),

Aluminium swing arms (Porsche spare part no. 930.331.511.05 and 930.331.512.05) for the Porsche 930 Turbo from 1978 to 1988

Inner wheel bearings (Porsche spare part no. 999.059.047.00) or identical, outer wheel bearings (Porsche

(Porsche Spare Part No. 999.059.057.00) or identical spacer sleeve (Porsche Spare Part No. 930.331.609.00) or identical wheel hub (Porsche Spare Part No. 930.331.065.03) Drive shaft part (Porsche Spare Part No. 930.332.232.00).

3.31 Division 9

For group 5 vehicles of the Porsche 911 brand, the division 9 allows the use of the gearbox type G 50.

4. declarations relating to Annex "J" 1988 (period 1982-1988) and more detailed provisions

The following information forms an integral part of the invitation to tender. During the sports year they can be changed or supplemented in agreement with the DMSB. Anything not expressly permitted by these regulations is prohibited.

4.1 Aerodynamic aids:

See homologation and appendix J of the years in the corresponding period as well as ONS notifications

4.2 Braking system:

Group N

Ventilation of the front brake system is permitted. The fog lamp openings can be used for ventilation. Additional holes must not be drilled. The air supply must be 100 mm Ø according to the Group A, size air supply.

4.3 Injection systems:

Only homologated and period-specific injection systems are permitted.

4.4 Rims:

Wheels (rim + wheel spanner) Group N

The dimensions of the wheels must correspond to the period. In addition, the wheels are optional.

4.5 Bodywork:

Group N

It is permitted to omit the inner fender panels and to fold down the wheel arches on the front and rear fenders.

4.6 Power transmission:

Gearbox: The suspensions of the gearbox as well as the gearshift lever and its position and the gearshift console are optional.

4.7 Steering:

The standard steering can be replaced by a safety steering column. One-piece steering columns may be replaced by columns containing universal or telescopic joints for safety reasons, provided that all original functions are maintained; such steering columns must originate from columns of FIA homologated vehicles of the same or higher displacement compared to the vehicle in question.

4.8. Engine:

Art. 254, 6.1 - Exhaust:

strike (only in rallies)

set (applies to all business event types)

Group N and A

Renault GT Turbo C 405, homologation number 5262

The turbo factor 1.4 is applied to this vehicle.

4.9 Air restrictor:

not applicable

4.10 Engine lubrication system:

Group N

An oil cooler is permitted for the engine. An oil cooler may only be installed outside the bodywork if it lies below a horizontal plane passing through the centre of the wheel hub. However, they must not be surrounded by an aerodynamic fairing and must not project beyond the outline of the vehicle when viewed from above.

4.11 Engine management:

The components must comply with the period specification.

4.12 Engine - mixture preparation:

Group A - Division 10, Class 48

The intake port in front of the throttle body (air filter, resonator etc.) is optional. Starting from the throttle body (throttle valve, intake manifold, mixture preparation etc.) the intake must comply with the homologation.

4.13 Seats:

FIA homologated seats are required according to the standard 8855/1999 or 8862/2009. The age of formerly homologated seats must not exceed 10 years. For group N vehicles a ballast adjustment is not necessary.

For events abroad, the deviating or additional safety regulations of the respective ASN apply.

4.14 Wheels and tyres:

Group A

The rim-tyre assemblies permitted by Annex J 1987, Article 255, 5.4 may be used. However, the minimum permissible weight under Annex J 1987, Art. 255, item 4 in the corresponding cubic capacity class must be observed.

Group A

The use of spacers is permitted in this division, but the homologated overall width of the vehicle must not be exceeded.

4.15 Landing gear

Only valid for class 57 Classic Super Cup

The support bearings or strut bearings and their mounting parts (if necessary plates for adjustable camber) are optional, but the body-side mounting points of the wheel suspension must remain standard or the camber and toe values must comply with the workshop manual.

5. declarations relating to Annex "J" 1991 (1989-1991 period) and more extensive provisions:

The following information forms an integral part of the invitation to tender. During the sports year they can be changed or supplemented in agreement with the DMSB. Anything not expressly permitted by these regulations is prohibited.

5.1 Power transmission

Gearbox: The suspensions of the gearbox as well as the gear lever and its position and the shift console are optional.

5.1.1 Chassis

The support bearings or dome bearings and their mounting parts (if necessary plates for adjustable camber) are optional, but the body-side mounting points of the wheel suspension must remain standard or comply with the workshop manual.

The support bearings or dome bearings must correspond to the period.

The YOUNGTIMER TROPHY® organisation will accept this as proof:

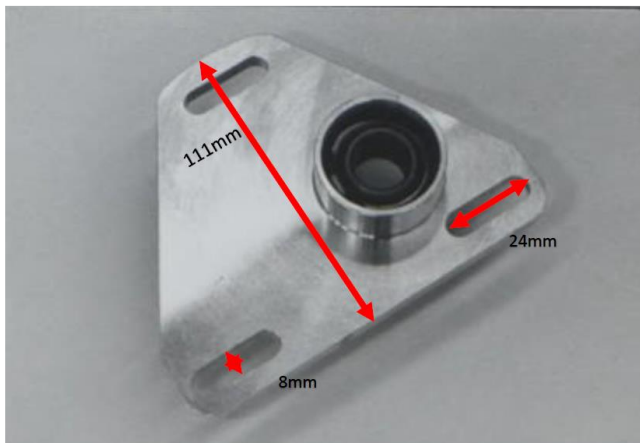
- Parts catalogue of the manufacturer
- manufacturer's repair manual
- Reports in magazines and books from the respective period e.g. Auto Motor Sport or Rallye Racing, sports drivers

Division 11 (only valid for vehicles with homologation number 5327 and 5269)

BMW E 36

Cathedral bearings from BMW-Motorsport with the article number 31332224202 or replicas of this cathedral bearing are also accepted.

The following dimensions must be observed for the replicas:



The dome bearing block must remain in the standard dome opening.

Group A

The rim-tyre units permitted under Article 255, 5.4 of Annex J 1991 may be used. However, the minimum permissible weight under Annex J 1991 Article 255, point 4 in the corresponding cubic capacity class must be observed.

Group A

The use of spacers is permitted in this division, but the homologated overall width of the vehicle must not be exceeded."

Division 11 (nur gültig für Fahrzeuge der Homologationsnummer 5327, 5269 and 5390)

5.2 Cylinder head

The dimensions and shape of the inlet and outlet ducts of the original cylinder head are optional. Material may be added to the ducts. Excluded are rocker arms, tappets, tappet

guides, valve guides, valve seats and the dimensions and shape of the valves. The number of valves and the valve angles must be maintained.

5.3 Mixture preparation

The mixture preparation as well as the intake and exhaust manifolds are optional.

5.4 Bodywork

The material for the bonnet, boot lid, front, rear and side spoilers and front and rear bumpers is optional, but the external shape must be retained. The wheel arches may be reworked inwards to improve the free movement of the wheels. Reworking of the wheel arches up to the homologated maximum vehicle width is permitted to eliminate series tolerances. Changes to the outer shape beyond this are not permitted.

Technical regulations Porsche 944 turbo Cup according to regulations 1989

Division 12, Class 55

Art. 6 Chassis

Wheels and tyres

The manufacturer is free to choose.

Rims

The following rim sizes are permitted:

8J x 16 (offset 52,3 mm)

9J x 16 (ET 57 mm)

8J x 17 (ER 52.3 mm)

9J x 17 (ET 57 mm)

Technical Regulations Porsche 964 Cup Regulations according to regulations Porsche Carrera Cup 1994

Division 13, Class 56

Art. 2 Safety accessories

Seats

FIA homologated seats of standard 8855/1999 or 8862/2009 are mandatory. The age of former homologated seats may not exceed 10 years. The manufacturer is exempted.

Art. 5 Chassis

Tyres

The manufacturer is free to choose, but the specified tyre sizes must be observed.

Brake pads

The manufacturer is free to choose, but the dimensions and friction surface must be the same as the original dimensions should be maintained.

Art. 6 Chassis

Wheels and tyres

The manufacturer is free to choose.

Rims

The following rim sizes are permitted:

VA: 245/620 -17 slick or rain on rim 8 x 17 ET 52

HA: 245/630 -17 Slick or rain on rim 9,5 x 17 ET 68
optionally

VA: 235/635 -18 Slick or rain on rim 8 x 18 ET 52

HA: 265/645 -18 Slick or rain on rim 9,5 x 18 ET 47

Art. 7 - Miscellaneous

Control unit and special spare parts are not used in the Youngtimer Trophy.

6. declaration relating Annex "J" 1991 (period 1992-1994) and further provisions:

The following information is a binding part of the invitation to compete. During the sporting year they may be changed or supplemented in agreement with the DMSB. Anything not expressly permitted by these regulations is prohibited.

6.1 Chassis

Group A

The use of spacers is permitted in this division, but the homologated overall width of the vehicle must not be exceeded."

APPENDIX 1

Group 5 technical regulations according to Annex J 1981

a) Definition:

Special production wagons are vehicles for which no minimum number of units is required, but which must come from still homologated wagons of groups 1, 2, 3 or 4.

b) Permitted modifications:

All modifications permitted for vehicles in groups 1-4 (Annex J 1981, Art. 258 and 261) are permitted, as well as those listed in this article.

b1) Minimum weight (according to the table in the classification)

b2) Bodywork:

The outer shape of the original body must be maintained except for the fenders and the permitted aerodynamic aids. Trims etc. may be removed. Windscreen wipers are optional, but at least one must be functional. The maximum value of position 6 of the homologation sheet (4 of the old homologation sheet) must be used to limit the overall length of the body. The permissible maximum overall width of the car is limited to 2m.

b3) Body/chassis:

No modification of the standard self-supporting body and/or chassis may be made except to lighten the original structure by removing material and/or adding reinforcements

b4) doors, bonnets and boot lids:

Their material is exempted provided that it is not Kevlar or carbon fibre and that its original external shape is retained. The hinges of the doors and their external controls are exempted. However, the original lock shall be retained. The engine and boot lid mountings and their hinges are optional. There shall be 4 fastenings each and it shall be possible to open them from the outside; the original lock shall be removed. It is permitted to make air openings in the bonnet on condition that these do not allow any view of mechanical parts. In all circumstances, the bonnets must be interchangeable with those originally homologated.

b5) Glass surfaces:

Except for the windscreen, the material is exempted provided that it is not Kevlar or carbon fibre and that the windows are transparent. However, the window pane of the driver's door and that of the co-driver's door, if the competition notice allows for a co-driver, must be made of the original homologated material. The original opening of this window(s) must be maintained and must be at least one third of the area specified in Annex J 1981, Article 255e. The opening of the rear window shall be optional. The attachment of the panes is optional. Sliding windows are permitted.

b6) Openings for ventilation of the passenger compartment:

Openings in the bodywork for ventilation of the passenger compartment may be fitted provided that they are in the following locations:

- In the rear projecting roof section above the rear window
- and/or w in the area between the rear side window and the rear window.

They must not protrude from the original shape of the bodywork.

b7) Mudguards:

The material and shape of the mudguards are optional, provided that they are not Kevlar or carbon fibre. However, the shape of the wheel arch cut-out must be retained, but not its dimensions. The mudguards must effectively cover the wheels over at least one third of the circumference and at least the entire width of the tyre. Cooling openings may be made in the mudguards. However, if they are fitted behind the rear wheels, air slits must not make the rear tyres visible in the horizontal plane. The inside of the mudguards is free, so mechanical components may be fitted there.

b8) Passenger compartment:

Passenger compartment linings, door panels, etc. are optional, provided that they are not Kevlar or carbon fibre. The dashboard must not have sharp edges. The seat must be completely on one or other side of the vertical longitudinal central plane of the car. The partitions separating the passenger compartment from the engine compartment and the boot must be retained in their original position, shape and material. The fitting of parts to or through one of these partitions is permitted on condition that they do not project more than 20 cm into the passenger compartment (measured perpendicularly to the partition). However, this possibility does not apply to the engine block, oil pan, crankshaft or cylinder head. It is also permitted to change the floor under the condition that the height of the door sills is not exceeded. In this case the original floor may be removed. It is also permitted to make the changes necessary to install a new power transmission.

The cables, pipes and electrical wiring passing through the passenger compartment shall either comply with the provisions of Annex J 1981, Article 253b, or shall conform to aviation standards. With the exception of parts attached to or through partitions, only the following accessories may be installed in the passenger compartment: spare wheel, fire extinguisher, air (for the life-saving system), radio equipment, ballast.

b9) Mechanical components:

No mechanical component shall be placed outside the original body of the car, except inside the fenders.

b10) Engine:

The engine block originally homologated for the basic model must be retained. The cylinder capacity is optional and may be obtained by modifying the original stroke and/or bore. The engine must be installed in the original engine compartment and the original direction of the crankshaft, seen from above, must be maintained. It is not permitted to use more than one engine block.

b11) Power transmission:

The driving wheels of the homologated basic model must remain driving wheels. This implies that a 4-wheel drive may only be used if it was present on the original model. The transmission must remain in its original space, e.g. in front or behind the engine, and the driving axle, etc. The addition of any type of intermediate gear ratio is permitted.

b12) Other mechanical components:

exempted

b13) Wheel suspension:

The homologated type of suspension must be maintained. However, it is permitted to add further attachment points or to change the original ones. The connecting elements of the suspension system may be modified or replaced. The type and number of springs and shock absorbers are free. "Type of suspension" means McPherson, rigid axle, swing axle, parallelograms, De Dion rear axle, trailing and sliding wheels, etc. The original wheelbase must be maintained (tolerance $\pm 1\%$ according to Annex J 1981, Art. 258).

b14) Steering:

optional

b15) Complete wheels:

exempted, but only the maximum widths of the tyred wheels listed below (see Annex J 1981, Art. 252 I) are permitted, depending on the engine capacity

up to 2000 cc: 14"

up to 3000 cc: 15"

over 3000 cc: 16"

b16) Brake:

exempted (Annex J 1981, Art. 253 j)

b17) Tanks:

Vehicles shall be equipped with safety fuel tanks complying with FISA/Spec/FT3 or FISA/Spec/FTA specifications under the conditions laid down in Article 272h. The location of the tank is optional, provided that it is not located in the passenger compartment or in the engine compartment, unless this location complies with the homologation. It is permitted to cut the floor to install the tank. The installation of a safety tank is not compulsory for:

- hill climbs, if the total capacity of the fuel tank or tanks does not exceed 20 litres and that no tank is more than 30 cm from the longitudinal centre line of the vehicle;
- circuit races with one or more runs of less than 100 km. If no safety tank is used, a proper tank (not a temporary tank) must be used.

b18) Aerodynamic aids:

The material used must not be Kevlar or carbon fibre. Seen from above, the aerodynamic aids do not have to follow the contour of the body shape.

Aerodynamic aids which are not homologated as standard must be within the frontal projection (i.e. they must not project beyond the outline of the vehicle when viewed from the front). Front: They must not exceed 10% of the wheelbase (measured from the outer edge of the body) and in no case project more than 20 cm beyond the outermost edge of the original body (forward) (Art. 269b). They must be below the horizontal plane imagined by the wheel hub centres and may be between the original lower edge of the car and the ground.

Rear: They must not exceed 20 cm of the wheelbase (measured from the outermost edge of the bodywork) and in no case exceed 40 cm (to the rear) beyond the outermost edge of the original bodywork (Art. 269b)