

Provisional regulations

Subject to approval of the DMSB

(as on 11.01.2022)

Name of the Series:

DTM CLASSIC CUP 2022

DMSB Visa Number:

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Status of the Series/Events

- International
- National A Plus incl. NSAFP
- National A incl. NEAFP
- National A

Preface:

The Racing Series DTM CLASSIC CUP invites the historic DPM and DTM racecars of the periods 1984 to 1986, 1987 to 1997 and 2000 to 2007. As a Supporting Series of the DTM the historical racecars shall – ideally piloted by contemporary Race Pilots – show sportive competition in their classes.

Promoter / Organisation: ITR GmbH
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Part 1 Sporting Regulations

1. Introduction

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

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

The series is supported by the following companies:

Tba

2. Organisation

2.1 Details on titles and awards of the Series

The ITR GmbH, hereinafter referred to as series organiser, organises the DTM CLASSIC CUP 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 with visa number

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

ITR GmbH
Dingolfinger Str. 4
81637 München

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

tba

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

German.

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

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

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

4. Entries

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

Competitors and drivers may submit their application to be admitted to the DTM CLASSIC CUP by using the provided entry form.

The completely filled in and signed entry form must be sent until April 4th, 2022 to the following address:

ITR GmbH
DTM CLASSIC
Dingolfinger Str. 4
81637 München

Alternatively, the online entry form is also available at the following link:

<https://dtm.com/en/dtm-classic>

The series organiser reserves the right to accept late entry form.

With the submission of the entry form, entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series DTM CLASSIC CUP (block entry).

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

The organiser reserves the right to cancel the entire series DTM CLASSIC CUP, if less than 15 participants registered for the series.

Change of entry

In case of a car having a technical stop/defect or accident during practice, qualifying or race 1 and the repair of the car is not possible till start of the race because of the damage, the entrant / driver has the right to change his entry on to a new or another car if it has been approved by the scrutineer even after the entry closing date. The final decision on the approval of the renaming is incumbent on the Race Director.

The scrutineer in coordination with the Race Director decides if it is possible to repair the car until the start of the race.

This written confirmation must be presented by the applicant / driver to the organiser of the event in question and the chairman of the sports commissioner for information.

4.2 Entry fees for the season and per event

The registration/entry fees are payable as specified on the entry form. The following registration/entry fees are payable by the participants:

- Registration fee DTM CLASSIC CUP: **€ 2,600** (early bird until 15.01.2022 **€ 1,980**)

The registration fee includes:

- Eligibility for the cup championship classification
 - Reduced entry fees
 - Professional production of photos and films at the respective first race
 - Subsidized tents for cars
 - Two polo shirts and one cap DTM CLASSIC CUP
 - Participation in the year-end prize-giving ceremony
- Entry fee per race DTM Classic Cup for registered participants: **€ 840**

The entry fee includes:

- Participation in the DTM weekend
- 120 minutes track time
- High-class live stream and video on demand of qualifying and races
- Social media activities on the DTM channels

- Invitation for a DTM BBQ for all ticket holders on Saturday evening
- 2 tickets for high-class catering on Saturday and Sunday
- If an ex DTM-pro is driving a car (alone or with another driver) in all cases the entrance fee of € 840 will be skipped.

The pros have also free admittance to DTM catering.

All sums are including the German VAT of 19%.

Upon registration, the registration fee is due immediately upon receipt of the invoice from the Series Organiser/Promoter and is to be transferred to the account named below.

Participants who register by 31.12.2021 will receive an early bird discount.

Registration until the day before first event: additional fee of € 350

Upon registration (Early Bird Fee or Regular Fee), the registration fee is to be transferred to the account mentioned below until 19.01.2022. If the registration is made under Early Bird conditions and the registration fee is not received on time within the above-mentioned period, the Regular Fee will automatically be due. Confirmations of bank transfer are not considered as receipt of payment.

In addition to the present registration, the relevant confirmation of the Early Bird registration or the regular registration by the Series Organiser/Promoter as well as the receipt of payment are decisive.

ITR GmbH
 IBAN: DE39 6005 0101 0001 1151 45 BIC: SOLADEST600
 LBBW/BW-Bank Stuttgart
 Subject: DTM CLASSIC CUP 2022

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

All the accepted participants will receive a written confirmation of their registration. The series organiser reserves the right to refuse entry from, with having to give reasons.

Registered Competitors, who have been confirmed in writing by the Series Organiser/Promoter, acknowledge the possible calendar variability. Should a calendar change be made after the publication of the official DTM CLASSIC calendar by the Series Organiser/Promoter, the Competitor automatically acknowledges this change. In this case, all mutual obligations remain in force.

Guest Drivers

The series permits individual entries (guest drivers). These guest drivers are not entitled to score points.

The registration fee is **€ 1.520 incl. VAT** per event. The guest driver will only be confirmed after the Series Organiser/Promoter has received the fees in the account specified above.

Otherwise, the guest drivers get the benefits as permanent starters.

4.3 Competition-numbers

The participants will get permanent competition-numbers from the series organiser for the whole season. Entrants can ask for specific numbers and will get them, if available.

5. Licences

5.1 Required grade of licence

a) Drivers

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

A, B, C, D, C/D-historic, (please cross)
and valid for the year 2022 who are registered for the DTM CLASSIC CUP and have paid the registration fees are eligible.

Only for drivers for cars with a weight/performance ratio <3,00 kg/PS

(see Part 2, Article 1.1 Summary of the eligible groups/ classes):

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

A, National Junior Licence
and valid for the year 2022 who are registered for the DTM CLASSIC CUP and have paid the registration fees are eligible.

b) Entrants

Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 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 "(Only for DMSB-sanctioned events with the exception of FIA-sanctioned events).

The Series organiser will check for any restrictions in the validity of the DMSB sponsor card for held in all countries identified in the series calendar.

d) Guest drivers

The DTM CLASSIC CUP may admit guest drivers with a valid

International entrant's and driver's licence in accordance with Article 5.1 or
 National Licence Grade A
 National Junior-Licence

for its qualifying events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of this Series Regulations and the relevant Supplementary Event Regulations.

Priority in the acceptance of entries will be given to the registered participants.

The licensing requirements defined in the DTM CLASSIC CUP Regulations must be observed. If this is disregarded, the Series Organiser/Promoter can refuse to permit the respective Competitor/driver to compete. In this case, the registration fee paid will not be refunded.

Specific conditions / regulations for guest drivers

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 International 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.

For events with the status National (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 have to 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 (provisional calendar possibly)

DTM Classic Cup:

20. – 22. May	DEKRA Lausitzring Turn 1 (GER)
1. – 3. July	Norisring (GER)
12. – 14. August	AvD Oldtimer Grand Prix (GER) tbd.
9. – 11. September	Spa (BEL)
7. – 9. October	Hockenheim (GER)

7.2 Maximum number of cars authorised

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

7.3 Running of the events

A DTM Classic Cup event generally consists of the following event parts:

Entry and construction: Thursday before the start of each race event

Race format / schedule:

- All races with standardized format
- Sufficient track time also for two drivers in one car
- Set up paddock Thursday (finished Friday 07.00 am)
- Documents' check for drivers until Friday noon
- Drivers' briefing Friday noon

- Free practice 30 min on Friday afternoon
- 20 min qualifying and 25 min race on Saturday
- 20 min qualifying and 25 min race on Sunday

a) Practice

One free practice session of 30 Minutes and one timed practice sessions for each raceday of 20 Minutes each are scheduled for each event.

Each driver must complete at least one timed practice lap. Failure to provide evidence drivers without lap time will be starting from the end of the grid after talking to the race director.

b) Qualification

The minimum qualification to be admitted to the start results from the fastest lap time in the official timed practice plus 20%.

Any driver failing to comply with these criteria will generally start from the end of the starting grid. The final decision shall be taken by the clerk of the course.

c) Starting modes

The races will be started as follows:

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

d) Races

The races will run over the distance of 25 minutes each.

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

8. Classification

8.1 Scale of points

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

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

The following points will be awarded for the races:

- Qualifying
Best driver in each class gets one point.

- Race
An easy to read system depending on number of cars in the respective class.
- **Two pilots in one car:**
To ensure, that entrants who share a car have the chance of winning the championship in a class or in the overall championship there is the following regulation:
Points achieved on a race weekend by Driver A and Driver B will be accumulated and this sum will be credited to both drivers.

point scheme DTM Classic 2022																number of cars at start of race
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15*	
1.	5,0	5,5	6,0	6,5	7,0	7,5	8,0	8,5	9,0	9,5	10,0	10,5	11,0	11,5	12,0	1.
2.		4,5	5,0	5,5	6,0	6,5	7,0	7,5	8,0	8,5	9,0	9,5	10,0	10,5	11,0	2.
3.			4,0	4,5	5,0	5,5	6,0	6,5	7,0	7,5	8,0	8,5	9,0	9,5	10,0	3.
4.				3,5	4,0	4,5	5,0	5,5	6,0	6,5	7,0	7,5	8,0	8,5	9,0	4.
5.					3,0	3,5	4,0	4,5	5,0	5,5	6,0	6,5	7,0	7,5	8,0	5.
6.						2,5	3,0	3,5	4,0	4,5	5,0	5,5	6,0	6,5	7,0	6.
7.							2,0	2,5	3,0	3,5	4,0	4,5	5,0	5,5	6,0	7.
8.								1,5	2,0	2,5	3,0	3,5	4,0	4,5	5,0	8.
9.									1,0	1,5	2,0	2,5	3,0	3,5	4,0	9.
10.										0,5	1,0	1,5	2,0	2,5	3,0	10.
11.											0,0	0,5	1,0	1,5	2,0	11.
12.												0,0	0,0	0,5	1,0	12.
13.													0,0	0,0	0,0	13.
14.														0,0	0,0	14.
15.															0,0	15.
	1 additional point for best time each class in the final qualifying result.															
	*15 or more cars.															

Please note: Being the first race ever for the Cup, the points achieved at Lausitz will be multiplied with the factor 1.5 only on this occasion!

There are no void results up until six qualifying races. From seven to ten races during the saison there will be two void results at the end of the saison.

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

By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial (in accordance with DMSB Event Regulations).

9. Private practice and testing

Optional.

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

10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

10.2 Drivers meeting/briefing

Drivers meetings/briefings can be held physically or virtually or by paper print. The kind of briefing and the location of a physical 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 (without any particular penalty-procedure). This fine however does not replace the duty to know the content of the briefing. **Every driver taking part in the event has to know this content before Free Practice.**

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. For all cars there has to be presented a Technical Passport or an accordance to Appendix K.

The following car documents must be presented:

- Technical passport **or** HTP
- Homologation form
- Certificate for rollover structure

11.1 Repair, sealing and marking of vehicle parts

N/A

11.2 Timetable Scrutineering/ Technical checks

See relevant Supplementary Event Regulations or official notice board.

12. Race

12.1 Use of wet-weather tyres

The competitor / driver is responsible for the use of rain tires. Changing tires on the starting grid is prohibited.

Any special regulations for tires (use of a certain product etc.) tbd.

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

In accordance with the Appendix H International Sporting Code.

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

Pit stops are allowed in the race, qualifying and in training. Tires can be changed. Refuelling is strictly forbidden during training, qualifying and races.

13. Title, prize money and trophies

13.1 Title overall winner

The title

DTM CLASSIC CUP CHAMPION 2022

will be awarded to the driver who has scored the highest number of points after all the qualifying events of the 2022 season.

Additionally there will be a Pro-Cup

DTM CLASSIC PRO CHAMPION 2022

Winner will be the ex-pro who has collected the most points across both cups no matter whether DTM CLASSIC CUP or DTM CLASSIC DRM CUP. So every competitor can collect points in all races of DTM Classic

13.2 Trophies

The first three competitors overall in a race will get a trophy.
Per class the following number of trophies will be awarded:

- * up to three competitors
- * 2 with four to five competitors
- * 3 with more than five competitors

13.3 Prizes and trophies overall classification

- The first three drivers/teams overall as well as the class winners will receive trophies. Additionally there will trophies awarded in the classes according to the scheme in 13.2.
- Champions of the Cups or their teams don't pay any registration fee for 2023
- One set of race tyres for the second-placed driver in each cup
- Valuable prize for the third-placed drivers
- Prize for the most attractive car in both Cups

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	€ 1,500.00
National Status	€ 1,000.00

Appeal to the FIA – payable to the FIA: (acc. to FIA Judicial and Disciplinary Rules)	€ 6,000.00
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An additional fee of € 3,000.00 charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)

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

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

16. TV and Broadcasting Rights/Advertising and other Media Rights

The Series Organiser/Promoter and persons or companies authorised by the Series Organiser/Promoter are entitled to use all images, graphics and illustrations of the participating cars, the driver's and Competitor's name, as well as all images, graphics and illustrations of the driver, the Competitor and their equipment, as well as Competitor and driver's clothing, in each case including the logos and stickers of the driver's and/or Competitor's sponsors shown on them, for the production of audio-visual content about the series, for the marketing of the series or individual elements (including usage in car models and in all types of electronic games/competitions), in all types of media.

All copyright and image rights are held by the Series Organiser/Promoter including the graphics produced for audio-visual use.

All recording and broadcasting rights of the DTM CLASSIC CUP over all distribution channels are held by the Series Organiser/Promoter. These cover all media for the distribution of audio-visual content currently known or subsequently developed, including but not limited to all forms of television (including terrestrial, digital terrestrial, satellite, cable, radio recordings, IPTV, analogue and digital) online systems or interactive services and the Internet (including DSL, IP, xdsl, broadband and OTT); mobile wireless communications with mobile devices (including DVB-H, wireless fidelity (Wi-Fi), wireless application protocol (WAP) and 3G, 4G and 5G technologies). Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of the serial organiser/promoter.

On request, Competitors who are registered in the DTM CLASSIC CUP are granted the right to use audio- visual content produced by the Series Organiser/Promoter for exhibitions and

internal purposes without any rights fees. Any technical costs incurred shall be borne by the Competitor.

Use of rights by sponsors, advertising companies or any other type of commercial use must be requested in writing from the Series Organiser/Promoter and may incur a licensing fee.

With their application for registration, all drivers and Competitors agree that all their image and advertising rights, which arise in connection with their involvement in the DTM CLASSIC CUP, can be used by the Series Organiser/Promoter for the marketing of the DTM CLASSIC CUP also beyond the year 2022 free of charge.

This includes, but is not limited to the following:

- any form of merchandising, licensing
- toys, clothing, shoes, other apparel and "hardware"
- print products like e.g. calendars, books, magazines, posters, flyers, collector's albums

etc.

- "New/digital media" like e.g. apps, download content, pay platforms, computer games,

software licenses, podcasts, esports series etc.

- FTs ("fungible token") NFTs ("non-fungible token"), crypto currencies and any services

and products related to them.

Moreover, it is stipulated, and ITR ensures that these rights, contents and licences will be used in any case with integration of the "DTM" name/logo/brand.

Concerning the rights involved, ITR will approach the Competitor(s) involved (together or individually) to co-ordinate details and terms. The Competitor will provide necessary confirmations of the granting of the right of use, if required, and obtain them from the driver.

17. Specific regulations

Construction and Dismantling

Every DTM CLASSIC CUP event generally starts one day before the first race (usually Friday) at 7:00 am.

Each registered Competitor with one racing car is provided with a floor area in the paddock area for their own construction.

Start of set-up and entry of the Competitors is Thursday before the DTM Classic Cup event from approx. 9:00 am.

Dismantling begins on Sunday after the races to Monday from approx. 12:00 noon. In general, the ITR build up guidelines always apply.

Paddock and Access

The Series Organiser/Promoter provides each Competitor with an appropriate number of permanent working tickets and parking passes for the DTM Classic Cup events.

At every race where a VIP area will be installed by the Series Organiser/Promoter, every Competitor will have the opportunity to purchase VIP Tickets for the DTM Power Lounge

from the Series Organiser/Promoter, subject to availability. Analogous to the regular spectator tickets, DTM Classic Cup teams receive a discount of 18 % on VIP tickets of the DTM Power Lounge.

Organisation:

- Tents/Awnings
 - The DTM Classic Cup tent will be a meeting point for **all** ticketholders of DTM Classic Cup
 - The ITR **subsidizes** tents for the race cars (price is € 300 per car)
 - Awnings of trucks or separate tents which apply to the rules and have a clean look can be used too, of course.
 - Prior to each event there will be a paddock plan in order to guarantee an easy set up and sufficient room for vehicles and tents
 - The information of the necessary number and size of Trucks, Trailers, Campers and also the number of necessary Catering tickets will be asked by the Organiser until two weeks before the race.

- Catering
 - DTM Classic Cup tent in Classic paddock with drinks for all DTM Classic Ticket holders
 - DTM Classic Cup BBQ on Saturday as **ITR invitation** for all DTM Classic ticket holders
 - DTM Classic Cup Catering package in the team catering-area of the DTM Power Lounge for Saturday and Sunday **2 x included** in entrance fee
 - Possibility to buy further DTM Catering packages and/or VIP-Lounge tickets in the DTM Power Lounge

Sponsors and Advertising Spaces

The Competitor shall have the right to enter into personal sponsorship contracts and shall have the right to place the name of such sponsors on the Competitor's vehicles, overalls and any other exhibition material or other identifying items.

The reserved advertising spaces for the advertising of series partners are determined by the Series Organiser/Promoter by applying the "DTM Classic Cup 2022 Sticker Regulations". The positions and formats defined in it are mandatory and accordingly are to be kept clear.

Historic designs on the race cars are very welcome. Nevertheless, the sticker regulations have to be obeyed in every respect at any time.

Media Working Places

The Series Organiser/Promoter is providing every Competitor participating in DTM Classic Cup with two (2) media accreditations per DTM Classic Cup event for those involved in the team's media activities. Upon request, additional accreditations can be issued for Competitors participating in DTM Classic Cup There is no right of a media working place in the media centre. However, the Series Organiser/Promoter will try to take into account and fulfil corresponding requests.

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

The DTM Classic Cup is to become even more attractive for spectators and participants and is to be a strong pillar of the entire DTM platform. For us, DTM's DNA is playing a major role in the process: Deutsche Rennsport-Meisterschaft, Produktionswagen-Meisterschaft and DTM till into the 2000s. For the fascinating cars from these eras, DTM wants to provide the appropriate, authentic stage.

The DTM Classic Cup doesn't mean to be just a historic racing series, but also an opportunity to promote and maintain the special Touring cars of this time.

A authentic appearance of the grid is mandatory for this reason.

Eligible cars DTM Classic Cup:

Produktionswagen-Meisterschaft 1984 – 1986

DTM/ITC 1987 until 1996

DTM 2000 – 2007

STW und Class 2 (BTCC) 1993 - 2002

Group A cars from the Touring Car World Championship 1987 and from the European Touring Car Championship 1883 – 1988 are also admitted.

All cars have must have a vehicle passport or must be permitted according to appendix K.

Original cars and authentic replicas, no cars which are only optically similar!

Class structure DTM CLASSIC CUP:

Class 1

Class 1 1993 until 1997 and 2000 until 2007

(Group ITC, DTM, CTC and H with model years 1993-2007)
ITC (Model years 1995 and 1996 according ITC-Regulations 1996)
DTM (Model years 1993/94 and 2000/07 according DTM-Regulations 1994-2007)

Younger model years on request.

Class 2

Group H and turbocharged cars without restrictor 1987 until 1992

(Group DTM, CTC and H with model years 1987-1992)
DTM (Model years 1987-1992 according DTM-Regulations)
CTC (Div. 7, 7.1 Homologation years 1987-1992 according Group A homologation and appendix J 1996)
Group H with model years 1987 to 1992

Class 3

DTM and Group A 1989 until 1992

(Group DTM, CTC with model years 1989-1992)
DTM (Model years 1989-1992 according DTM-Regulations)
CTC (Div. 7, 7.1 Homologation years 1989-1992 according Group A homologation and appendix J 1996)

- Class 4** **DTM and Group A 1987 until 1988**
- (Group DTM, CTC with model years 1987-1988)
 DTM (Model years 1987-1988 according DTM-Regulations)
 CTC (Div. 7, 7.1 Homologation years 1987-1988 according Group A homologation and appendix J 1996)
- Class 5** **DPM 1984 until 1986**
- (Group DTM, CTC with model years 1984-1986)
 DTM / DPM (Model years 1984-1986 according DTM-Regulations)
 CTC (Div. 7, 7.1 Homologation years 1984-1986 according Group A homologation and appendix J 1996)
- Class 6** **STW and Class 2 (BTCC) 1993 until 2002**
- STW and Class 2 (BTCC) with model years 1993 - 2002 according DMSB Group CTC regulations, STW regulations and appendix J article 262, 1999

Together with the entry the attendant has to prove via press statement, car pass or starter lists that his type of car has been started in the listed series.

The series organizer decides on exceptions of special historical interest, which are appropriate for this specific grid.

General rule: The technical more advanced of the homologations of the respective year (e.g. DTM or Group A) is allowed in the classes.

The organizer reserves the right to upgrade cars in the next higher class which differ from their homologation and/or their contemporary technology in single points (e.g. 3-way-suspension, dimension of brake, ABS, TC, gearbox etc.). Participants should inform the organizers and/or the Technical Steward of any deviation of the homologation form well advance of the first race in their own interest.

The organiser classifies the participants due to the cars technical data sheet. Prototypes will be classified due to the class they were originally intended. Trial models for a planned use in a class approved by the DTM Classic Cup are considered prototypes. It can only correspond to the end product purely externally or technically.

1.2 Principles of the Technical Regulations in conformity with

- Technical regulations for DMSB groups: CTC, H.
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations
- Particular contemporary DTM regulations
- Particular contemporary ITC regulations
- Appendix K (ISR of FIA)

National regulations of the DMSB deviating from the FIA safety regulations are not valid for series and events with the status international. The safety regulations according to article 1.11 of these regulations apply.

1.3 General/Preamble

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

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 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

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

(Weight, determination, reference scales if applicable, attachment of ballast)

Minimum weights Class 1:

DTM vehicles according to Regulation of 1994 und 2000 (Class 1)

Minimum weights Class 2:

DTM vehicles according to regulation of 1992 according to Art. 5.1 DMSB-Group H-regulation.

Actual minimum weights for Group H vehicles in Class 2 and CTC Div. 7, 7.1 in Class 2 to 5 (according appendix J of the year 1988/1992).

up to 1.600 cm ³	780	kg
up to 2.000 cm ³	860	kg
up to 2.500 cm ³	940	kg
up to 3.000 cm ³	1.020	kg
up to 3.500 cm ³	1.100	kg
up to 4.000 cm ³	1.180	kg
up to 4.500 cm ³	1.260	kg

up to 5.000 cm ³	1.340 kg
up to 5.500 cm ³	1.420 kg
above 5.500 cm ³	1.500 kg

Minimum weights Classes 3,4 and 5:

Car	minimum weight
Audi V8 3,6	1240 kg
Audi V8 4,2	1320 kg
BMW 325i	980 kg
BMW 635i	1100 kg
BMW M3 E30	1080 kg
BMW M3 E30 Evolution 1,2	1100 kg
BMW M3 E30 Sportevolution	1140 kg
Ford Sierra Cosworth	1140 kg
Mercedes 190E 2,3-16	1080 kg
Mercedes 190E 2,5-16	1100 kg
Mercedes 190E 2,5-16 Evo1	1100 kg
Mercedes 190E 2,5-16 Evo2	1140 kg
Opel Kadett GSI	850 kg
Opel Omega	1180 kg
Opel Omega Evo	1200 kg

Other cars on request

Minimum weights Class 6:

Front wheel driven vehicles:	975 kgs
Rear wheel driven vehicles:	1.000 kgs
All wheel driven vehicles:	1.040 kgs

The minimum weight of a car is the real minimum weight of a vehicle without driver, co-driver and their equipment. The minimum weights are mandatory and must be respected at all times during the events.

Scrutineers may empty the fuel tank to check the weight.

According to Art. 252.2.2 of the regulations for Group N, A and B it is allowed to adjust the weight with ballast.

For a quick check the cars can be weight with the driver after crossing the finish line. Target weight is the minimum weight + 90 kg for the driver and fuel.

An accurate check (check-up or rather protest) will be done without the driver and with an empty fuel tank according to DMSB weight log.

If the refilling is not easily possible, a FIA permitted port will be mandatory.

Participants may use the reference scale to weight they car during the event. Opening times will be told to the participants before to event.

DMSB Note:

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

1.7 Equivalence formula for supercharged engines

The equivalence formula is:

- Vehicles with turbocharger (Otto engine): 1,7
- Vehicles with mechanically driven charger (e.g. type G mechanical compressor): 1,4

The organizer reserves the right to adjust air restrictors in classes 3 to 5 for supercharged vehicles to keep or to achieve the balance of performance due to the former DTM.

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. Exepted are cars according Appendix K.

1.9 Noise regulations

The maximum permitted noise limits are 140 dB(A) measured in compliance with the LWA procedure and 110 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). Exepted are cars designed with original livery following the historical origin.

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).

The reserved advertising spaces for the advertising of series partners are determined by the Series Organiser/Promoter by applying the "DTM CLASSIC CUP 2022 Sticker Regulations". The positions and formats defined in it are mandatory and accordingly are to be kept clear.

- For the driver's equipment the following specific advertising regulations apply:
See also attachment to these Regulations

1.11 Safety equipment

The vehicles must comply with the following safety equipment.

Historical racecars according Appendix K.

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

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and accordingly Art. 259.6.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6 and accordingly Art. 259.14.2.1
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9 and accordingly Art. 275.14.3
- Towing-eye/device in compliance with Art. 253.10 and accordingly Art. 259.14.6
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass
- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15 and accordingly Art. 259.16.6
- Seats and attachments in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277*
- In compliance with the Appendix K to the ISC*

Note:

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

1.12 Fuel and single fuel

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

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

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

Refuelling during practice, qualifying and race is prohibited.

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

Participation with an engine that is not homologated or that is defined in the relevant regulations is possible upon request (e.g. for prototypes). However, a model and series-specific engine with comparable mixture preparation, ignition and power must be installed. A performance measurement must be presented.

2.2.1 Exhaust system

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

2.3 Transmission

If a 6-speed gearbox is homologated, the manufacturer and the system of the gearbox is optional. A non homologated change to a sequential gearbox is not allowed. Exceptions only on request and with classification in the next higher class. The gear ratio has to be homologated.

2.4 Braking system

Should the homologated braking system not be available anymore, braking systems of other makes can be used as long as they fulfill the following requirements: number and size of brake pistons and size of brake pads and brake shoes must correspond with the homologation year. Brake discs of all kinds (drilled, slotted) are allowed as long the dimension is the same as the homologated disk.

In class 2 and 3 anti lock system is allowed. Any dynamic suspension control is forbidden.

2.5 Steering

N/A

2.6 Suspension

N/A

2.7 Wheels (Flange + rim) and tyres

Special tire regulations tbd.

The use of heated rugs (for tyres) is allowed within all classes. In the starting grid the heated rugs are not allowed to be connected to a source of energy.

2.8 Bodywork and dimensions

a) External bodywork (including windows)

Chassis and aerodynamic must be the same in look and material like it was during the original racing year (e.g. DTM) It has to suit the contemporary regulations. Exceptions could be done in special historical meanings.

b) Cockpit

A Speedometer in the cockpit is mandatory. A GPS based Speedometer is permitted.

c) Additional accessories

N/A

2.9 Aerodynamic devices

Chassis and aerodynamic must be the same in look and material like it was during the original racing year (e.g. DTM) It has to suit the contemporary regulations. Exceptions could be done in special historical meanings.

2.10 Electrical equipment

A rear fog light is mandatory. A LED type rear light is allowed. Using a FIA homologated diode rear light (see technical list no. 19) is recommended.

2.11 Fuel circuit

N/A

2.12 Lubrication system

N/A

2.13 Data transmission

N/A

2.14 Other

The name of the driver has to be placed (as the only sticker) in the top third of the rear side-window. The names have to be written in font size 100 mm.

Part 3 Attachments/Drawings



ENG_DTM
Classic_StickerRegulat