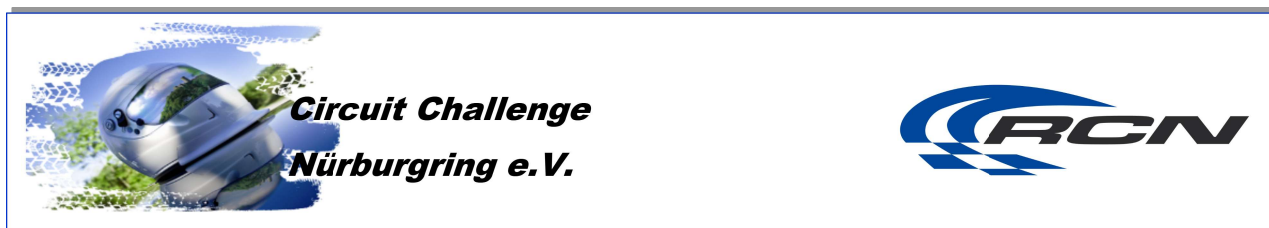


# DMSB

## Series Announcement for Circuit Competitions



## Rundstrecken Challenge Nürburgring 2025

DMSB approval number:

176/25

Stand: 21st of February 2025

**Status of the series/events: National A**

### Preamble:

The Rundstrecken Challenge Nürburgring e.V. im ADAC (RCN) organizes a mass sports series that is designed as an entry-level series for motorsport on the circuit.

Touring cars and GT cars have the opportunity to participate in the RCN.

The RCN is divided into three stages:

- Seven regularity tests, known as "RCN GLP" (Clubsport).
- Seven performance tests called "Rundstrecken Challenge", hereinafter referred to as "RC".
- Seven "Rundstrecken Challenge Light", hereinafter referred to as "RC-Light".

In addition to this 3-stage program, an RCN race called "Schwedenkreuz" will be held to provide comprehensive training for the beginner series. This race will also be included in the Rundstrecken Challenge Nürburgring classification in 2025.

### Organisation / Series Tenderer:

Rundstrecken Challenge Nürburgring e.V. im ADAC  
Am Pastorsgarten 10  
50321 Brühl  
- hereinafter referred to as "RCN" -

### Contact person:

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## **Table of contents:**

<b>Part 1</b>		<b>Sporting Regulations (RC and RC-Light)</b>	<b>Page</b>
<b>1.</b>	<b>Introduction</b>		<b>6</b>
<b>2.</b>	<b>Organisation</b>		<b>6-7</b>
	2.1	Details of series titles and attributes	
	2.2	Name of the responsible ASN	
	2.3	ASN visa/approval number	
	2.4	Name of the organiser/promoter, address and contact details (permanent office)	
	2.5	Composition of the organising committee	
	2.6	List of officials (permanent Marshals)	
<b>3.</b>	<b>Regulations and legal basis of the series</b>		<b>7-8</b>
	3.1	Official language	
	3.2	Responsibility, changes to the announcement, cancellation of the event	
<b>4.</b>	<b>Registration / Entry</b>		<b>8-10</b>
	4.1	Registration for the series, closing date	
	4.1.1	Registration fee for the series	
	4.1.2	Benefits for registered drivers/applicants	
	4.2.	Registration, registration deadline per event	
	4.2.1	Entry fee per event	
	4.3	Starting numbers / Organiser advertising	
<b>5.</b>	<b>Licenses</b>		<b>10-11</b>
	5.1	Required license levels	
	5.1.1	Driver	
	5.1.2	DMSB Permit Nordschleife (DPN)	
	5.1.3	Applicant license	
	5.1.4	DMSB Sponsor Card	
	5.1.5	Guest driver	
	5.1.6	Age regulation	
	5.2	Conditions for applicants and drivers outside their national territory	
<b>6.</b>	<b>Insurance, disclaimer and waiver</b>		<b>11</b>
	6.1	Insurance of the organiser/promoter	
	6.2	Declarations by the applicant, driver and co-driver on the exclusion of the Liability, waiver by the vehicle owner	
<b>7.</b>	<b>Events</b>		<b>12-20</b>
	7.1	Series Calendar	
	7.2	Maximum number of vehicles allowed	
	7.3	Conduct of the competitions	
	7.3.1	Schedule Performance Test Event 2 and 6	
	7.3.2	Schedule Performance Test Event 1, 3, 4, 5 and 7	
	7.3.3	Schedule Race Event 8	
	7.3.4	Vehicle crew	
	7.3.5	Driver change -	
	7.3.6	Training	
	7.3.7	Qualification	
	7.3.8	Start types	
	7.4	Qualifying runs	
	7.4.1	Variant 1: "Nordschleife"	
	7.4.2	Variant 2: "Nordschleife and 24h Grand Prix circuit".	
	7.4.3	Variant 3 : Race „Schwedenkreuz“ „Nordschleife and GP sprint track“	
	7.4.4	Task definition	
	7.5	Description of the event RC-Light	
	7.5.1	Variant 1: "Nordschleife"	
	7.5.2	Variant 2: "Nordschleife and 24h Grand Prix circuit".	
	7.5.3	Variant 3: „Nordschleife and GP sprint track“	
	7.5.4	Task Definition	
	7.6	Driving regulations	

- 7.7 Flag and light signals
- 7.7.1 Code 60 flag regulation
- 7.7.2 Flag signal at the termination of an RC event
- 7.7.3 Flag signal in case of interruption / termination of the RCN race
- 7.7.4 Leaving the track, repairs, outside assistance
- 7.8 Provisions regarding Appendix L of the ISG and further regulations
- 7.9 Intervention-Car

<b>8.</b>	<b>Classification</b>	20-24
8.1	Classifications and titels	
8.1.0	Classification of an individual event for all competitions announced	
8.1.1	Classification in case of abortion of the performance test (RC)	
8.1.2	Classification in case of abandonment of the race	
8.1.3	Determination of points and points table	
8.1.4	Determining the average class size per group	
8.1.5	Determining the average class size	
8.1.6	Annual classification for all competitions announced	
8.2	Equal points	
8.3	Strike results for scores that are not listed separately from Art. 8.5.	
8.4	Compulsory run	
8.5	Classification RCN - Overall Winner Cup (RC) 2025	
8.6	Classification RCN - Class Winner Cup (RC) 2025	
8.7	Classification RCN - Group Winner Cup (RC) 2025	
8.8	Objection periode/deadline	
8.9	Scoring and penalties	
8.10	Multiple starters	
<b>9.</b>	<b>Private trainings and tests</b>	24
<b>10.</b>	<b>Document varification</b>	24-25
10.1	Schedule document verification	
10.2	Driver briefing	
10.3	Notifications to applicants, drivers and teams	
<b>11.</b>	<b>Technical Scrutineering</b>	25-26
11.1	Repair, sealing and marking of vehicle parts	
11.2	Schedule Technical Scrutineering/Technical Inspections	
11.3	Technical Scrutineering during the event	
<b>12.</b>	<b>Performance test and race</b>	27
12.1	Use of rain tyres	
12.2	Max. Number of persons working on one vehicle and safety equipment	
12.3	Pit stop safety and responsibility of the applicant at the Start from the pit area	
<b>13.</b>	<b>Titles, prize money and trophies</b>	27-28
13.1	Title overall winner	
13.2	Prize money and trophies	
13.3	Non-classification of a participant	
13.4	Compulsory attendance at the annual awards ceremony	
<b>14.</b>	<b>Protest and appeals</b>	28
<b>15.</b>	<b>Exclusion of legal action and limitation of liability</b>	28
<b>16.</b>	<b>TV rights/advertising and television rights</b>	28-29
16.1	Marketing, merchandising and promoter advertising	
<b>17.</b>	<b>Special provisions</b>	29
17.1	Paddock	

<b>1.</b>	<b>General technical provisions of the series</b>	<b>30-37</b>
1.1	Overview of the announced groups/classes of the circuits Challenge	
1.1.1	Approved vehicles --- Groups and classes	
1.1.2	Overview of the groups and classes of the Rundstrecken Challenge Light	
1.1.3	Year of manufacture limits	
1.2	Basics of the Technical Regulations	
1.3	General / Preamble	
1.4	Driver's equipment	
1.5	General regulations, permitted modifications and installations	
1.5.1	Timekeeping / sound transponder	
1.5.2	Inboard / onboard cameras	
1.6	Vehicle minimum weights and ballast	
1.7	Displacement factor for supercharged engines	
1.8	Emissions regulations	
1.9	Noise regulations	
1.10	Advertising on driver's equipment/competition vehicle and starting numbers	
1.11	Safety equipment	
1.12	Fuel and standard fuel, if applicable	
1.12.1	Fuel checks	
1.12.2	Refuelling, refuelling facilities and inspections	
1.13	Definitions	
<b>2.</b>	<b>Special Technical Regulations of the 'RCN-Special' Group</b>	<b>37-45</b>
2.1	General information	
2.1.1	Approved vehicles	
2.1.2	Non-approved vehicles	
2.1.3	Engine power, power-to-weight ratio and minimum vehicle weight	
2.1.4	Fuel quantity	
2.2	Engine power	
2.2.1	Engine	
2.2.2	Mixture preparation	
2.2.3	Fuel tank, catchtank and fuel pump	
2.2.4	Exhaust regulations	
2.2.5	Exhaust system	
2.2.6	Noise limitation	
2.3	Power transmission	
2.4	Brake system	
2.5	Chassis	
2.6	Steering	
2.7	Wheels and tires	
2.8	Bodywork - interior and exterior - and electrics	
2.8.1	Bodywork	
2.8.2	Trunk and engine compartment	
2.8.3	Passenger compartment	
2.9	Electrical system	
<b>3.</b>	<b>Technical regulations for the 'RCN-Special' group</b>	<b>45-62</b>
3.1.1	Registration requirements for vehicles in the RCN-Special group	
3.1.2	Minimum vehicle weights and ballast	
3.1.3	Additional weight / ballast	
3.1.4	Permissible total weight	
3.1.5	Engine capacity classes	
3.2	Engine	
3.2.1	Exhaust system	
3.3	Power transmission	
3.4	Brakes	
3.5	Steering	
3.6	Wheel suspension	
3.7	Wheels (wheel disc + rim) and tires	
3.8	Bodywork and dimensions	
3.9	Aerodynamic aids	
3.10	Electrical equipment	
3.11	Fuel circuit	

- 3.12 Lubrication system
- 3.13 Data transmission
- 3.14 Miscellaneous

<b>4.</b>	<b>Technical Regulations Group 'F'</b>	62
4.1	Valid regulations	
4.2	Deviations from the Group F Regulations	
<b>5.</b>	<b>Technical regulations Group 'H'</b>	62-63
5.1	Valid regulations	
5.2	Deviations from the Group H Regulations	
<b>6.</b>	<b>Technical Regulations from the Group 'CUP Classes'</b>	63
6.1	Valid regulations	
6.2	Deviations from the Group CUP Class Regulations	

### **Part 3 Attachments (RC und RC-Light)**

<b>Attachment 1</b>	<b>Sticker Map for RC participants and RC-Light participants</b>	65
<b>Attachment 2</b>	<b>Drawings</b>	66
<b>Attachment 3</b>	<b>Tire regulations</b>	67-68

This Series Announcement for Circuit Competitions (Circuit Challenge / RC-Light) consists of 68 pages incl. 3 attachments.

# Part 1 Sporting Regulations (RC and RC-Light)

## 1. Introduction

The Rundstrecken Challenge (RC) and Rundstrecken Challenge Light (RC-Light) series shall be conducted in accordance with the provisions of the International Sporting Code and its annexes (its statute), the FIA General Regulations for Circuit Racing and the DMSB National Competition Regulations.

It will take place in accordance with the Competition Regulations and the Technical Regulations of the series, the Technical Regulations being in accordance with the safety provisions of Appendix J of the FIA (Article 253).

The competitions will be held in accordance with the DMSB's Event, Performance Testing and Circuit Regulations, unless otherwise stipulated below or in the respective organiser's announcement.

The series is supported by the following companies/organisations:

- ADAC
- Hankook
- Ravenol
- H&R
- Riedel-Funk

## 2. Organisation

### 2.1 Details of the Series Titles and Attributes

The Rundstrecken Challenge Nürburgring e.V. in the ADAC, subsequently referred to as the "Series Organiser", is announcing the Rundstrecken Challenge (RC) and RC Light as performance test series for 2022.

### 2.2 Name of the responsible ASN

DMSB - Deutscher Motor Sport Bund e.V.  
Hahnstraße 70  
D-60528 Frankfurt / Main  
Phone +49 (0) 69 / 63 30 07-0  
E-mail: [international\\_series@dmsb.de](mailto:international_series@dmsb.de)  
Internet [www.dmsb.de](http://www.dmsb.de)

### 2.3 ASN Visa/Approval Number

The announced series with the present sporting and technical regulations has been approved by the German Motor Sport Federation with date of 21.02.2025 under Reg. no.: 176/25

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

#### Organiser:

RCN e.V. in the ADAC  
Am Pastorsgarten 10  
50321 Brühl  
Tel. 02232-35757  
Fax 02232-35959  
Mobile: 0171-6559909  
Mobile: 0171-8380001  
E-mail: [nennung@r-c-n.com](mailto:nennung@r-c-n.com)  
E-mail: [hwhilger@aol.com](mailto:hwhilger@aol.com)  
Homepage: [www.r-c-n.com](http://www.r-c-n.com)

#### Promoter:

Willi Hillebrand  
Meinkenbrachter Str. 18  
59846 Sundern-Meinkenbracht  
Tel.: 02934-4589807  
Mobile: 0151-46176026  
E-mail: [hillebrandw@t-online.de](mailto:hillebrandw@t-online.de)  
Homepage: [www.r-c-n.com](http://www.r-c-n.com)

## **2.5 Composition of the organising committee**

### **Willi Hillebrand**

Phone: 02934-4589807  
Mobile: 0151-46176026  
Mail: hillebrandw@t-online.de

### **Hans-Werner Hilger,**

Phone: 02232-35757  
Fax: 02232-35959  
Mobile: 0171-6559909  
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### **Heike Hilger**

Phone: 02232-35757  
Fax: 02232-35959  
Mobile: 0171-8380001  
Mail: heihilger@aol.com

### **Franz Mönch**

Mobile: 0177-3105577  
Mail: fc.moench@web.de

### **Joachim Langen**

Mobile: 0177-3102454  
Mail: j.langen@jola.de

## **2.6 List of officials (permanent sports officials / Marshals)**

(see also the respective event announcement)

### **Race Director/Clerk of the Course:**

Hans-Werner Hilger  
Phone: 02232-35757  
Mobile: 0171-6559909  
Mail: hwhilger@aol.com

### **Chairmen of track safety:**

Franz Mönch  
Mobile: 0177-3105577  
Mail: fc.moench@web.de

### **Chairman Stewards:**

Wolfgang Siering  
Phone.: 0202-306901  
Mobile: 0172-4651682  
Email: wsiering@web.de

### **Chairman Scrutineers:**

Norman Fischer  
Mobil:..0157-82020946  
Mail: technik@r-c-n.com

## **3. Regulations and legal basis of the series**

This series is subject to the following regulations:

- FIA International Sporting Code (ISG) with Appendixes
- DMSB Event Regulations
- DMSB regulations for performance tests
- DMSB Circuit Regulations Appendix 2 - Special feature Nürburgring Nordschleife
- DMSB licensing regulations
- Legal and Procedural Regulations of the DMSB (RuVO)
- Legal and procedural rules of the FIA
- Decisions and regulations of the DMSB
- Environmental guidelines of the DMSB
- Anti-Doping Rules of the National and International Anti-Doping Agency (WADA/NADA Code) and the FIA Anti-Doping Regulations.
- Sporting and Technical Regulations of this series with the amendments and supplements (bulletins) approved by the DMSB.
- Announcements of the events with possible changes and additions (bulletins)
- Code of Ethics and Conduct of the FIA and the Code of Ethics of the DMSB
- other regulations of the FIA and the DMSB

### **3.1 Official language**

German. Only the German text of the regulations, approved by the DMSB, is binding.

### **3.2 Responsibility, changes to the announcement, cancellation of the event**

1. The participants (=applicants, drivers, passengers, motor vehicle owners and holders) take part in the event at their own risk. They bear sole responsibility under civil and criminal law for all damage caused by them or the vehicle they use, unless an exclusion of liability is agreed in accordance with this invitation to tender.

2. In principle, the announcement may only be changed by the approving body. From the beginning of the event, changes in the form of bulletins may only be made by the stewards of the event, but only if it is necessary for reasons of safety and / or force majeure or due to official orders or if it concerns the information contained in the invitation to enter concerning course length, race duration, number of laps and stewards or obvious errors in the invitation to enter.
3. The organiser reserves the right to cancel or postpone the event or individual competitions for the afore mentioned reasons, subject to the approval of the respective ASN and the FIA, insofar as the calendar is affected; claims for damages or performance are excluded in this case.

## 4. Entry / Registration

### 4.1.0. Registration for the series, closing date

1. The applicant and/or driver may apply for admission to the Rundstrecken Challenge Nürburgring and 2025 participation in the prize money classification in the categories advertised for this purpose within the framework of the Rundstrecken Challenge Nürburgring using the registration form issued by the series organiser until **12th of April 2025**
2. The series organiser reserves the right to accept applications received later.
3. The fully completed and signed enrolment form must be submitted by 12th of April 2025 to the following address:

Willi Hillebrand  
 Meinkenbrachter Str. 18, 59846 Sundern-Meinkenbracht  
 Phone: 02934-4589807 Homepage: www.r-c-n.com  
 E-Mail: hillebrandw@t-online.de

### 4.1.1. Registration fee for the series

1. The registration fee is to be paid upon submission of the registration by bank transfer.  
Until 31/01/25: from 1/2/25:

- |  |          |          |
|--|----------|----------|
| 2. The registration fee per driver in the RC is    | 450,00 € | 500,00 € |
| The registration fee per driver in the RC-Light is | 350,00 € | 400,00 € |

The enrolment can be withdrawn.

The cancellation fee is	100,00 €
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#### **3. Team registration for applicants, companies, clubs and teams:**

- L-Team:** The registration is valid for a maximum of **5 vehicles** per competition.  
**S-Team:** The registration is valid for a maximum of **3 vehicles** per competition.

The registration fee with several vehicles is

per L-Team with 5 starting numbers	2.500,00	€
per S-Team with 3 starting numbers	1.500,00	€

The enrolment can be withdrawn.

The cancellation fee is:	<b>L-Team:</b>	500.00	€
	<b>S-Team:</b>	300,00	€

Team enrolment in the RC-Light is not possible.

4. The registration is only binding after explicit confirmation by the RCN.
5. Only registered teams and drivers will take part in the cash Prize competitions.
6. Accepted participants will receive a written confirmation of enrolment.
7. The series organiser reserves the right to refuse entries with reasons.



#### **4.1.2. Benefits for registered drivers/applicants**

1. Once a year, registered starters (drivers/applicants) of the RC-Light may drive one (1) event for the Rundstrecken-Challenge (RC) without losing their eligibility to start in the RC-Light. However, the points achieved in this event cannot be taken into account for the RC-Light annual classification.
2. Once a year, registered RC starters (drivers/applicants) can drive one (1) event for the Circuit Challenge in the RCN Light. However, the points achieved in this event cannot be taken into account for the RC annual classification.

#### **4.2 Registration, multiple registrations, Registration deadline per event**

1. See also the respective event announcement.
2. For each vehicle for each event, a separate registration must be submitted. A registration for the event can only be submitted electronically online via the RCN website [www.r-c-n.com](http://www.r-c-n.com), button "Online Nennung".
3. Entries for non-registered drivers will be accepted according to possibility and receipt. In addition, the respective organisers are prepared to accept some vehicles in reserve. Registered drivers will be given preference.
4. A driver may enter a maximum of two vehicles in the same competition.  
Performance test: Either one or two drivers per vehicle are permitted.  
Race: One, two or three drivers per vehicle are permitted.
5. For events with several competitions, drivers on different vehicles may be entered for several competitions of the event.
6. Until the end of the document verification, the driver named by the applicant may be replaced even after the closing date for entries. The substitute driver must then sign the entry in place of the originally named driver and appear for the document verification. (cf. DMSB Event Regulations).
7. The online Registration and the registration fee must be received by the RCN Registration Office by the respective entry deadline (pre-entry deadline / entry deadline) at the latest.  
In this series of events
  - the pre entry closing date **10 days** before the event at midnight
  - the closing date **5 days** before the event at 4:00 p.m.
8. Registration List / Reserve List  
All entries duly received by the organiser and accompanied by the full entry fee will be included in the entry list.  
Should there be more entries than the number admitted to the competition before or at the closing date for entries, entry will be made on the reserve list in the order in which entries are received.

#### **4.2.1 Entry fee per event**

1. See the respective event announcement.

RC NS	from approx. 650 € - 810 €
RC Light NS	from approx. 390 € - 510 €
RC NS plus GP Sprint	from approx. 850 € - 1010 €
RC Light NS plus GP Sprint	from approx. 490 € - 610 €
Race	from approx. 950 € -1200 €
2. The entry fee must be paid by bank transfer to the account of the RCN Entry Office upon submission of the entry form. The entry is only considered accepted when the organiser has confirmed it in writing.
3. The right to withdraw from the entry contract (refund of entry fee) is regulated in the DMSB Event Regulations Art. 13, as well as in the respective event announcement.
4. In case of withdrawal from the entry contract with written justification until Wednesday 22:00 h before the event, a handling fee of 100,00 € will be retained.

After that, the entry fee will be forfeited.  
(For the run in the context of the 24h race until Monday 22:00 hrs before the event)

5. Entries will only be processed if the entry fee has been received by the RCN Entry Office at least five days before the respective event.  
The entry confirmations are usually sent out five days before the event - electronically only.

#### **4.3 Starting numbers / Organiser advertising**

The participants will receive permanent starting numbers from the series organiser, as well as the Organiser advertising for the entire season. Guest starters will receive the organiser's advertising for the event and the starting numbers, which will be allocated by the organiser in each case.

The initial equipment of the organiser advertising is free of charge.  
In case of loss or damage to the original equipment, the starting number mats / advertising stickers must be replaced against payment of a fee of € 20.00 each per set. (individual mats / advertising stickers € 5.00 each) can be purchased from the RCN. Other parts of the organiser's advertising will be given away at cost price.  
For postal delivery plus shipping costs (8,00 €).

Only the original mats and starting numbers (not reduced in size or changed) may be used.

##### **The organiser advertising is available from:**

RCN e.V. Heike Hilger Am Pastorsgarten 10 50321 Brühl	Phone: 02232-35757 Fax: 02232-35959 Email: <a href="mailto:heihilger@aol.com">heihilger@aol.com</a>
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## **5. Licences**

### **5.1 Required licence levels**

#### **5.1.1 Driver**

Drivers with an International Applicant and Driver Licence valid for the year 2025 of the DMSB or another ASN affiliated to the FIA of the levels

- International License Level A (ITA)
- International License Level B (ITB)
- International License Level C-Circuit (ITC-C)
- International License Level D-Circuit (ITD-C)

are eligible to participate.

Drivers with a National Applicant and Driver Licence valid for the year 2025 issued by the DMSB or another ASN affiliated to the FIA of level

- National License level A -

are eligible to participate.

#### **5.1.2 DMSB Permit Nordschleife (DPN)**

No DMSB Permit Nordschleife (DPN) is required for RCN events (performance test).

For the RCN race (RCN circuit race "Schwedenkreuz") a DMSB Permit Nordschleife level C or higher is required.

Level C: valid for all vehicles of the RCN circuit race "Schwedenkreuz",  
Youngtimer Trophy and FHR series without subdivision into vehicle categories.

In order to be able to apply for this DMSB Permit Nordschleife Level C, the following evidence is required and must be submitted to the DMSB when applying (see Appendix 1, DMSB License Regulations):

Participation in:

- 2 RCN performance tests on the Nordschleife in classification or
- Participation in 3 RCN regularity tests and 1 RCN performance test on the Nordschleife, each in classification

The recognition period of the certificates is from 01.01.2022

If a driver can only prove one (1) classification result within the last 24 months on the Nürburgring Nordschleife, the successful participation in a DPN E-Learning course of the DMSB Academy and a DPN short course of the series organiser is required to fulfil the eligibility requirements for the RCN race ("Schwedenkreuz" 2025).

### **5.1.3 Applicant licence**

Applicants must hold an International Applicant License for Companies / Clubs of the DMSB or another ASN affiliated to the FIA for the year 2022. If a team does not have an applicant license, and / or with an entry to a event of the series RCN no applicant is indicated, the first driver has the capacity of an applicant. (see article 9.1.2 of the ISG of the FIA).

The Applicant is responsible for all acts or omissions of all persons participating in an Event on its behalf, in particular its direct or indirect employees, its drivers, mechanics, team members and guests.

### **5.1.4 DMSB Sponsor Card**

Sponsors or name givers who wish to be named in addition to the driver's name in the official programme section as well as in the entry, starter and results lists, without at the same time assuming the function of an applicant, can achieve this by acquiring a "DMSB Sponsor Card for Companies, Clubs, Teams".

### **5.1.5 Guest driver**

The Rundstrecken Challenge can accept guest drivers with a valid

International and National Competitor and Driver Licence according to Art. 5.1 to the classification races. If they fulfil the conditions of the series announcement as well as the announcement for the respective event, they will receive points for this series.

### **5.1.6 Age regulation**

according to the valid DMSB licence regulations.

Each driver must be over 18 years of age at the time of the event.

## **5.2 Conditions for applicants and drivers outside their national territory / Permission to participate abroad**

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

For all events, foreign applicants/drivers require the approval of their own ASN.

This foreign start permit must be presented by the applicant/driver in German or in English at the document verification.

## **6. Insurance; disclaimer and waiver**

### **6.1 Insurance of the organiser/promoter**

according to DMSB event regulations

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

according to DMSB event regulations

## 7. Events

### 7.1 Series-Calendar:

<b>RC 1</b>	<b>28.-29. März 2025</b>	<b>1. Circuit Challenge »Nordeifelpokal«</b>
<b>Organizer:</b>	<b>MC Roetgen e.V. im ADAC</b> Lars Völl, Sonntagstr. 2, 52152 Simmerath Tel: 0171 744 1157 <a href="mailto:sportleiter@mcroetgen.de">sportleiter@mcroetgen.de</a> <b>Nordschleife + GP-Sprint-Strecke Variant 3</b>	
<b>RC 2</b>	<b>11.-12. April 2025</b>	<b>2. Circuit Challenge »Um die Westfalen Trophy«</b>
<b>Organizer:</b>	<b>MSC Bork e.V. im ADAC</b> Jürgen Hieke, Bassenwinkel 17 A, 59379 Selm-Bork Tel.: 0172/9902369 <a href="mailto:info@msc-bork.de">info@msc-bork.de</a> <b>Nordschleife Variant 1</b>	
<b>RC 3</b>	<b>23.-24. Mai 2025</b>	<b>3. Circuit Challenge »Preis der Schloßstadt Brühl«</b>
<b>Organizer:</b>	<b>Scuderia Augustusburg Brühl im BTV e.V. und ADAC</b> Hans Werner Hilger, Am Pastorsgarten 10, 50321 Brühl Tel.: 0171-6559909 <a href="mailto:Hwhilger@aol.com">Hwhilger@aol.com</a> <b>Nordschleife + 24h GP Strecke Variant 2</b>	
<b>RC 4</b>	<b>18.-19. Juni 2025</b>	<b>4. Circuit Challenge »Feste Nürburg«</b>
<b>Organizer:</b>	<b>VG: Scuderia Augustusburg Brühl im BTV e.V. und ADAC / MC Roetgen e.V. im ADAC</b> c/o Hans Werner Hilger, Am Pastorsgarten 10, 50321 Brühl Tel.: 0171-6559909 <a href="mailto:Hwhilger@aol.com">Hwhilger@aol.com</a> <b>Nordschleife Variant 1</b>	
<b>RC 5</b>	<b>16.-17. August 2025</b>	<b>5. Circuit Challenge »Bergischer Schmied«</b>
<b>Organizer:</b>	<b>Bergischer Motor – Club e.V. im ADAC</b> Fernando Nogueras, Am Büschel 73, 53173 Bonn Tel.: 0170-8538302 <a href="mailto:fernando@bergischermotor.club">fernando@bergischermotor.club</a> <b>Nordschleife + GP-Sprint-Strecke Variant 3</b>	
<b>RC 6</b>	<b>05.- 06. September 2025</b>	<b>6. Circuit Challenge »Rhein-Ruhr«</b>
<b>Organizer:</b>	<b>AC Oberhausen e.V. im ADAC</b> Heike Laskowski, Am Hagelkreuz 12, 46244 Bottrop Te. 0172-8018184 <a href="mailto:Info@ac-oberhausen.de">Info@ac-oberhausen.de</a> <b>Nordschleife Variant 1</b>	
<b>RC 7</b>	<b>27.- 28. September 2025</b>	<b>7. Circuit Challenge »Preis der Erftquelle«</b>
<b>Organizer:</b>	<b>SFG Schönau e.V. im ADAC</b> Oliver Greven, Hillesheimer Str. 10, 54552 Dreis-Brück Tel.: 0172 9913 499 <a href="mailto:Oli_5689@yahoo.de">Oli_5689@yahoo.de</a> <b>Nordschleife + GP-Sprint-Strecke Variant 3</b>	
<b>RC 8</b>	<b>24.-25. Oktober 2025</b>	<b>8. 3h-Race »Schwedenkreuz«</b>
<b>Organizer:</b>	<b>Rundstrecken Challenge Nürburgring e.V. im ADAC</b> Willi Hillebrand, Meinkenbrachter Str. 18, 59846 Sundern Tel.: 0151-46176026 <a href="mailto:hillebrandw@t-online.de">hillebrandw@t-online.de</a> <b>Nordschleife + GP Sprint Strecke Variant 3</b>	

### 7.2 Maximum number of vehicles allowed

The maximum number of permitted vehicles is defined in the respective DMSB track licence and is regulated in the individual event announcements.

## **7.3 Conduct of the competitions**

### **7.3.1 Schedule**

see respective event announcement

#### **Preliminary schedule performance test (variant 1 NS) at events 2 and 6**

<b>Day</b>	<b>Date</b>	<b>from</b>	<b>to</b>	<b>Description</b>
Wednesday	XX.XX.2025		24:00h	Early entry deadline ( reduced entry fee) (present at the organiser)
Monday	XX.XX.2025		16:00h	Entry deadline (present at the organiser)
Friday	XX.XX.2025	14:30h	19:30h	Opening Welcome Center Container "Scharfer Kopf"
Friday	XX.XX.2025	15:30h	20:00h	Documents Verification Historical Paddock Kesselchen Restaurant, Container FL
Friday	XX.XX.2025	15:30h	20:30h	Technical Scrutineering Historical Paddock Box 20, Box 51, E 4
Saturday	XX.XX.2025	07:00h	13:00h	Opening Welcome Center Container "Scharfer Kopf"
Saturday	XX.XX.2025	08:15h	11:15h	Documents Verification Historical Paddock Kesselchen Restaurant, Container FL
Saturday	XX.XX.2025	08:15h	11:30h	Technical Scrutineering Historical Paddock Box 20, Box 51, E 4
Saturday	XX.XX.2025	10:30h		Driver briefing for new participants Historic Paddock, in front of Box 51
Saturday	XX.XX.2025			Drivers Briefing Historic Paddock, in front of Box 20
Saturday	XX.XX.2025	approx. 12:30h		Start of the first vehicle
Saturday	XX.XX.2025		ca.15:00h	Arrival of the first vehicle at the finish line
Saturday	XX.XX.2025	approx. 17:00h		Preliminary results published on the RCN <a href="https://www.r-c-n.com/virtueller-aushang">https://www.r-c-n.com/virtueller-aushang</a>
Saturday	XX.XX.2025	Officialisation of the results after expiry of the protest period (30 min.) and according to the decision of the stewards.		
Saturday	XX.XX.2025	approx. 17:30h		Award Ceremony in the Historic Paddock

All information about the event will be communicated to the drivers / teams in digital or written form and additionally [published](#) in the virtual notice board on [www.r-c-n.com](http://www.r-c-n.com).

### **7.3.2 Timetable performance test event 1, 3, 4, 5 + 7**

- as part of the ADAC 24h Nürburgring Qualifier, event 3 (variant 2)
  - as part of the 53rd ADAC Ravenol 24h Nürburgring race, event 4 (variant 1 or 2)
  - events 1, 5 and 7 (variant 3)
- see respective event announcement

### **7.3.3 Schedule for the Schwedenkreuz race Event 8 (Variant 3)**

see respective event announcement

### **7.3.4 Vehicle crew**

The vehicle may be occupied by 2 persons (participants) during the performance test, but they must also be named in the entry for this vehicle.

A maximum of 2 persons (participants) can enter for one vehicle. The vehicle can only be occupied by 1 person (participant) at the race.

A person (participant) may enter a maximum of 2 vehicles in one event. The vehicle on which the points allocation for the Rundstrecken-Challenge Nürburgring is to be made must be marked on the entry form.

The notification must be submitted in writing with the signature of the applicant / driver of the document verification at the latest at the end of the document verification.

If this notification has not been received by the end of the document verification, the points will automatically be allocated to the vehicle with the lower starting number.

### **7.3.5 Driver change**

Driver changes are allowed for all participating teams.  
However, the driver change may only be made in the pit lane.  
Failure to comply will result in disqualification.

Each driver change must be documented by the driver change card.  
The driver change card, signed by one of the Marshals, is valid after completion of the driver change(s) to one of the Marshals.

The teams/drivers are exclusively responsible for the complete entries and signatures, as well as for the punctual submission of the driver change cards.  
Failure to hand in the driver change card may be penalised by disqualification.

### **7.3.6 Training**

RC and RC Light: not applicable  
Race "Schwedenkreuz" : see event announcement

### **7.3.7 Qualification**

Race "Schwedenkreuz" : see event announcement

### **7.3.8 Start types**

The RC heats will be started as follows:  
The vehicles will be started individually with a gap of approx. 3 sec.  
Race "Schwedenkreuz" : see event announcement

## **7.4 Qualifying runs**

### **Description of the event Rundstrecken Challenge (RC)**

The Rundstrecken Challenge will be held on the "Nürburgring" race track.

- **3 Track variants** of the Nürburgring are used.
- The respective variant will be specified in the organiser's announcement.

#### **7.4.1 Variant 1: "Nordschleife"**

The lap length is 20.793 km. The event runs over a total of 311.895 km (15 laps) and consists of:

- 2 laps on target time 41.586 km
- 10 laps on best time 207.930 km
- 2 laps on maximum time 41.586 km (incl. refueling)
- 1 exit lap (max. time) 20.793 km (finish through pit lane T13)

#### **7.4.2 Variant 2: "Nordschleife and 24h Grand Prix circuit"**

The lap length is 25.378 km. The event runs over a total of 329.914 km (13 laps) and consists of:

- 2 laps on target time 50.756 km
- 8 laps on best time 203.024 km
- 2 laps on maximum time 50.756 km (incl. refueling)
- 1 exit lap (max. time) 25.378 km (finish through the pit lane)

#### **7.4.3 Variant 3: Nordschleife and GP sprint track with Mercedes Arena, short connection and motorcycle chicane" (sprint track)**

The lap length is 24.358 km.

Performance test: The event covers a total of 365.370 km (15 laps) and consists of:

- 3 laps on target time 73.074 km
- 11 laps on best time 267.938 km (incl. refueling)
- 1 exit lap (max. time) 24.358 km (finish through the pit lane)

Race: The race distance is 3 hours.

There is no separate version for RC-Light participants.

#### **7.4.4 Task**

The participants in the Circuit Challenge have the task of completing a specified number of laps in compliance with the driving regulations and within the specified driving times, with each lap being scored separately. The arrival time at the finish of a lap serves as the start time for the following lap.

Delays cannot be made up; they will be penalized according to the scoring table.

Participants are responsible for keeping to the number of laps.

#### **7.5 Description of the event RC-Light**

- The RC-Light will be held on the race track "Nürburgring".
- 3 variants are used.
- The respective variant will be specified in the organizer's announcement.

##### **7.5.1 Variant 1: "Nordschleife"**

The lap length is 20.793 km. The event covers a total of 166.344 km (8 laps) and is composed of:

- 1 lap on set time 20.793 km
- 1 lap on target time 41, 586 km
- 4 laps on best time 83,172 km
- 1 run-out lap (max. time) 20.793 km (finish through the pit lane T13)

##### **7.5.2 Variant 2: "Nordschleife and 24h Grand Prix circuit"**

The lap length is 25.378 km. The event covers a total of 177,65km (7 laps) and is composed of:

- 1 Lap on set time 25, 378km
- 1 lap on target time 25, 378km
- 4 laps on best time 101, 512km
- 1 run-out lap (max. time) 25.378 km (finish through the pit lane)

##### **7.5.3 Variant 3: „Nordschleife and GP sprint track**

**with Mercedes Arena, short circuit and "motorbike chicane" (sprint track)**

The lap length is 24.358 km. The event covers a total of 194.864 km (8 laps) and is composed of:

- 1 lap on set time 24.358 km
- 2 laps on target time 48.716 km
- 4 laps on best time 97.432 km
- 1 run-out lap (max. time) 24.358 km (finish through the pit lane)

##### **7.5.4 Task definition**

The participants of the Rundstrecken Challenge have the task of completing a prescribed number of laps, which are scored separately in the laps, while observing the driving regulations and keeping to the specified driving times. Arrival time at the finish of a lap is the start time for the next lap.

Delays cannot be made up; they will be penalised according to the scoring table.

Participants are responsible for keeping to the number of laps.

#### **7.6 Driving regulations**

In the Rundstrecken Challenge Nürburgring, many vehicles with different performances are used. This requires all participants, especially the drivers, to deal with each other in a distinctly fair manner and to behave particularly considerately and respectfully towards each other.

The provisions and guidelines of **Appendixes H and L** of the FIA International Sporting Code (ISG) apply.

The rescue services and route supervision are organised according to these regulations.

The drivers are obliged to familiarise themselves with these regulations, to observe the signalling and to follow any instructions issued with it. Vehicles that cannot be towed for technical reasons will, if the circumstances permit, be brought to the hard shoulder by the Marshals and the DMSB relay team and remain there until the end of the event.

At these points, drivers must drive so prudently that they do not endanger themselves or the broken-down vehicle. The **drivers' own responsibility to avoid accidents takes precedence over sporting success**. It is expressly pointed out that the organiser is not obliged to tow away broken-down or defective vehicles on the verges of the race track during the event. The instructions of the Marshals must be followed.

Liability of the organiser for stolen vehicle parts or other objects damaged by third parties is excluded.

Drivers who break down on the track must remain near (behind the crash barrier) their vehicle so that they can assist the DMSB relay team or track Marshals during towing or recovery. Immobilised vehicles may only be left with the gearbox in neutral and the ignition switched off. The flag signals do not release the drivers from the obligation to behave in such a way that others are not endangered.

- ***Drivers of fast vehicles pay attention to and respect slower vehicles !***
- ***Drivers of slow vehicles pay attention and respect the faster vehicles !***

When overtaking, the participant being overtaken must indicate his behaviour to the faster participant by operating the direction indicator (indicator).

<b>Turn signal left</b>		<b>drive / stay left</b>
<b>Turn signal right</b>		<b>drive / stay right</b>
<b>No turn signal</b>		<b>drive / stay on the Ideal line</b>

In the pit lane, the instructions of the stewards/Marshals must be followed.

In the T13 Nordschleife pit lane at the Nürburgring, a maximum speed limit of **40 Km/h** is prescribed (for variant 1).

A maximum speed limit of **60 km/h** is prescribed in the pit lane GP circuit Nürburgring. (RC for variant 2 and race for variant 3)

After completing the pit stop, the driver may only turn back to the track at the end of the pit area to resume the competition. He is responsible for doing so without endangering the other competitors.

Among other things, the following offences may be punished with sporting penalties within the meaning of the ISG:

- Driving or pushing vehicles against the direction of the track.
- Not making space for faster and overtaking vehicles.
- Endangering other participants, helpers or Marshals through grossly negligent driving.
- Driving without a seat belt fastened, without the equipment for drivers prescribed in the DMSB regulations and with an unlocked safety helmet (also in the pit lane and when towing).
- Park his vehicle during the entire event in such a way that other participants are hindered or endangered by it
- The carrying of oil, water and fuel in reserve tanks and of empty reserve tanks
- Reverse a vehicle at the pit under engine power.
- Occupying vehicles during the event with persons other than the registered persons.



- to disregard flag signals shown by appointed Marshals in order to increase safety
- Participants who do not meet the requirements of the competition may be excluded from the further event.

**7.6.1 The organiser reserves the right to use race control vehicles during the event to monitor driving discipline and safety regulations. These vehicles are marked separately.**

**In addition, intervention cars (I-Cars) can be used in case of accidents or other incidents. At the places where the I-Cars are deployed, the route / lane can be changed with pylons.**

**7.6.2** For variant 1: In the start/finish area (T13), a minimum distance of one metre from the **pit wall** must always be maintained so that the timekeeping has a view of the starting numbers.

All participants complete the run-out lap in the pit lane and then proceed immediately to the Parc-Fermé.

**7.6.3** In case of interruption / termination or standstill of the competition on the track, **a middle lane must be kept free for rescue vehicles.**

If the event is interrupted/aborted, the "Parc-Fermé" regulations apply from the finish until the end of the protest period.

If the vehicle is not in the parc-fermé area during this period, this vehicle will not be scored. Infringements or unauthorized removal of a vehicle from an area designated as parc-fermé will result in penalties being imposed by the stewards.

**7.6.4** For variant 1: It is forbidden to drive slower than 50 km/h on the race track in the area of the pit lane entrance (T13) up to the finish line. Violation will be penalised with a time penalty of 60 seconds.

The time penalty is added to the sprint time of the last sprint lap.

The speed is measured with a laser gun by factual judges.

**7.6.5** All participants must drive with sufficient lighting (lights on).

## **7.7 Flag and light signals**

see also ISG Appendix H, Art. 2.4.4 et seq.

### **7.7.1. Code 60-Flag Regulation**

In the RC (LP), RC Light and the RCN race, the Code 60 flag regulation will be applied analogously to the DMSB circuit regulations 2025.

- Appendix 2 Special Features of the Nürburgring Nordschleife- conducted as follows.

1. From the track post/Marshal with double waved yellow flags, the maximum speed for all participants is 120 km/h.  
The double waved yellow flags are also a warning for a possible following "Code 60" - zone.
2. If there is a dangerous situation and/or accident site that would require the deployment of an I-Car, a "Code 60" flag/board will be displayed at the track marshal.  
From the "Code 60" flag/board onwards, the maximum speed for all participants is 60 km/h.
3. The lifting of the double waved yellow flags and the single waved yellow flag is always signalled by a waved green flag. The speed limit can be lifted by the green flag or by a single waved yellow flag. If a single waved yellow flag is shown, the overtaking ban of the participants among each other remains in force until the green flag is shown.
4. The lifting of a "Code 60" zone is done with a waved green, yellow or double yellow flag.  
Overtaking a tow within a "Code 60" zone is permitted, provided the maximum speed of 60 km/h is observed.
5. Compliance with the flag signs/flag masters and the associated speed limits will be monitored by judges using suitable measuring equipment (laser guns). The judges will be published in the respective event announcement or in a bulletin. Violations will be penalised according to Art. 7.7 ff of these regulations.

6. When the emergency vehicles of the DMSB Relay, E-Unit, Medical Cars and Intervention Cars of the organiser are driving on the track, the marshals of the track safety will show a waved white flag.
7. During the standing time of the emergency vehicles of the DMSB Relay, E-Unit, Medical Cars and Intervention Cars of the organiser during rescue, recovery or towing operations, the Marshals will display "Code 60" flag / board.
8. During towing operations of the DMSB relay vehicles as well as during emergency runs of the ambulances (RTW) and fire-fighting vehicles, the Marshals will show a waved yellow flag in the area of the moving towing unit as well as in the area of the moving ambulance (RTW) and fire-fighting vehicles.
  - a. The towing unit, as well as the ambulance (RTW) and fire-fighting vehicles, may be overtaken,
  - b. overtaking is prohibited for participants among themselves,
  - c. no speed limit applies (exception for code 60 and double yellow flag),
  - d. the speed must be adjusted when overtaking in order not to endanger the towing unit, as well as the ambulance (RTW) and fire-fighting vehicles.
9. All RCN Intervention Cars will be equipped with laser guns, which monitor the speed of the passing participants during their use and report violations to the race management. One crew member of the intervention car is exclusively responsible for speed control.

**Disregarding the flag signals during the RC run**

10. Disregard of double waved yellow flags or Code 60 flags during the **RC race** will be penalised by the race director according to the DMSB circuit regulations 2025 Appendix 2 Special regulations of the Nürburgring Nordschleife - as follows:

**Code 120**

Level	Speeding exceeding the speed limit in a Code 120 Zone	Sanction by the race director / stewards	DMSB penalty points register
1	until 15 km/h	45 Seconds Time Penanlty	keine
2	>15 - 40 km/h	For every km/h above 135 km/h 5 Seconds will be added to the 45 Seconds	1 Point
3	>40 - 65 km/h	For every km/h over 160 km/h, 5 seconds are added to the penalty of 170 seconds	2 Points
4 *	> 65 km/h	300 Seconds	Loss of Permit by the Stewards

Example 1 Speeding:

Driver A drives 170 km/h into the Code 120 Zone = 50km/h too fast = 45 sec + 35 km/h \* 5 sec / km/h = 220 sec Penalty

## Code 60

Level	Speeding exceeding the speed limit in a Code 120 Zone	Sanction by the race director / stewards	DMSB penalty points register
1	until 15 km/h	45 Seconds Time Penalty	keine
2	>15 - 40 km/h	For every km/h above 75km/h 5 Seconds will be added to the 45 Seconds	1 Point
3	>40 - 65 km/h	For every km/h over 100 km/h, 5 seconds are added to the penalty of 170 seconds	2 Points
4 *	> 65 km/h	300 Seconds	Loss of Permit by the Stewards

Example 2 Speeding:

Driver B drives 80 km/h into the Code 60 Zone = 20km/h too fast = 45 sec + 5 km/h \* 5 sec / km/h = 70 sec Penalty

\*Level 4 offences will be penalised by the Stewards.

If another driver of the team concerned commits a level 4 offence at the same event, the following rule applies: black flag as well as disqualification for the team concerned. (Definition Team = the drivers named for the vehicle).

### **Exceeding the speed limit in the pit lane during free practice, warm up, qualifying and race.**

Failure to observe the maximum speed in the pit lane will be penalised by the race director in accordance with the DMSB circuit regulations.

- Appendix 2 Special Features of the Nürburgring Nordschleife- Art. 6.1, penalised.

### **Disregard of double waved yellow flags and Code 60 flags / boards in Free Practice, Warm Up, Qualifying and Race**

Failure to observe double waved yellow flags or Code 60 flags will be penalised by the race director in accordance with the DMSB circuit regulations

Appendix 2 Special Features of the Nürburgring Nordschleife Art. 6.2 (1)+(2).

11. The punishment will be based on a judge's report by the race director. An offence that has come to the attention of the race director will be announced to the participant / team during the event via loudspeaker, as well as personally.
12. Neither protest nor appeal is permitted against the time or scoring penalty imposed by the Race Director.  
Protests against the measuring method and the functioning of the laser guns are not permitted. In addition, the stewards are entitled to impose further penalties.  
The DMSB reserves the right to impose further penalties.

### **7.7.2 Flag signal in case of interruption / termination of an RCN performance test**

If it is necessary to interrupt or abandon the event, the race director will show a red flag at the start/finish line. At the same time, the DMSB track safety squadrons and the main marshals along the race track will show red flags at the same time. If the red flags are shown, the participants and their vehicles will drive cautiously, max 80 km/h to the pit lane or to the Parc Fermé in the direction of the start and finish line without overtaking. The Parc Fermé regulations apply.

**There is no more restart.**

### **7.7.3 Flag signal in case of interruption / abandonment of the RCN race**

(according to DMSB circuit regulations Art. 16 (1))

Should the interruption/abandonment of the event be necessary, the race director will show a red flag at the start / finish line. At the same time, the marshals will show the red flag along the track.

As soon as this signal is given, overtaking is prohibited, the pit exit will be closed and all cars will drive slowly to the start/finish line.

All vehicles must immediately reduce their speed. The max. permissible speed speed is 80 km/h and applies to the entire track.

**Afterwards, if organisationally possible, a new start can take place on the instruction of the race management.**

#### **7.7.4 Leaving the track, repairs, outside assistance**

See ISG, Annex L, Chapter IV

### **7.8 Provisions on Appendix L of the ISG and other regulations**

- 7.8.1 Drivers shall comply with the provisions of Appendix L of the ISG, which governs driving on the race track must be observed. These are supplemented by the following regulations:
- 7.8.2 Drivers who are not up to the demands of the event may be excluded from further participation.
- 7.8.3 On the start and finish straight of the GP circuit, a minimum distance of one metre from the pit wall must always be maintained. In case of interruption or abandonment of an event, as well as standstill on the track, a middle lane must be kept free for rescue vehicles.
- 7.8.4 Automatic continuous operation of the headlight flasher during the event is prohibited. The flasher must be operated manually.
- 7.8.5 Flash Lights (Flag Masters)  
The flash lights (Flag Masters) used in the RCN Rundstrecken Challenge have the meaning of a single waved yellow flag).

### **7.9 Intervention-Car**

Will be held in accordance with the DMSB circuit regulations.

- Appendix 2 Special features of the Nürburgring Nordschleife- Art. 4, used

## **8. Classifications**

### **8.1 Classifications and Titles**

In cases where, due to an obvious oversight or error, a subsequent correction is necessary after the publication of the championship or series ranking by the series organiser, this may be made by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. There is no right of appeal against the decision of the series organiser.

For the following competitions the points per run will be determined according to. Art. 8.1.0

- Circuit Challenge 2025
- Circuit Challenge Light 2025
- RCN - Junior Trophy 2025
- RCN - Team classification 2025
- RCN - Overall Winner Cup 2025
- RCN - Seniors Cup 2025
- RCN - Ladies' Cup 2025
- RCN - Class Winner Cup 2025
- RCN - Group Winner Cup 2025
- Championship Performance Test of the ADAC Nordrhein
- Championship of the ADAC Westfalen
- DMV Automobile Championships

#### **8.1.0 Scoring of an individual event for all advertised competitions**

1. The scoring is based on the official notices or results lists of the individual organizers.
2. A class ranking, a group ranking and an overall ranking are created.
3. In the event of an aborted performance test, only a class classification will be created, if at least 50% of the distance has been covered by the overall leader

4. In the case of an aborted race, a class, a group and an overall classification are created if at least 50% of the distance has been covered by the overall leader.
5. If an event is abandoned, full points will only be awarded for the Circuit Challenge (RC and RC-Light) 2025 if the fastest participant has completed at least 75% of the sections to be completed at the time of the abandonment. Between 50% and 75% of the sections to be completed, half points will be awarded. No points will be awarded below 50%.
6. If no points are awarded, the event counts as completed for the series. All participants who have started will receive "0.00" points.
7. The daily classification is not affected by this regulation.
8. A participant may enter a maximum of 2 vehicles at an event in accordance with the provisions of Art. 7.3.4. (see also Art. 8.10)
9. At the race "Schwedenkreuz", only vehicles will be classified, that have covered at least 75% of the distance of the winner in their respective class.
10. Two participants who complete their scoring runs without exception on a vehicle eligible for points will occupy the same place in the year-end ranking(s).

#### **8.1.1. Classification in case of abandonment of the performance test (RC)**

1. See also the DMSB Regulations for Performance Testing 2025 , Art. 10.
2. In a event is being abandoned, a class classification will be drawn up on the basis of the status at the time "number of laps completed" of the slowest competitor in the class concerned, in order to determine the competitors still in the classification. A ranking is then created for each class based on the last lap completed by the slowest participant in each class.
3. However, a classification will only be made if the slowest participant in the classification has completed at least one sprint lap
4. There is no group classification, but there is a classification for the overall winner's cup for the year. This classification is based on the last completed lap of the slowest participant of the entire starting field.

#### **8.1.2 Scoring if the race is abandoned**

The decision to abandon a race after an interruption in accordance with Article 16.1 - 16.4 is made by the stewards.

The scoring takes place at the time at which the (overall) leading vehicle crossed the finish line for the penultimate time before the race was interrupted or abandoned.

### 8.1.3 Determination of points and points table

1. Points are awarded according to the formula:

$$\frac{\text{Starter in class [group]} + 0,5 - \text{place in class [group]}}{\text{Starter in class [Group]}} \times 10$$

2. The score determined according to this formula is rounded to two decimal places.

3. Example:

- 3 starters in the class
- The starter takes 1st place in the class

$$\text{This gives } \frac{3 + 0,5 - 1}{3} \times 10 = 8.333 \rightarrow \text{rounded 8.33 points}$$

First place in the class thus receives 8.33 points.

4. The group classification is analogous to the above example (class is replaced by group), see also Art. 8.1.4

#### Points table

#### Number of starters in the class [group]

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

In cases where, due to an obvious oversight or error, a subsequent correction is necessary after the publication of the championship or series ranking by the series organiser, this may be made by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. There is no right of appeal against the decision of the series organiser.

### 8.1.4 Determining the average class size per group

The number of starters in the group results from the average class strength of the respective group, i.e. number of participants in the group divided by the number of classes results in (rounded) the average class strength of the corresponding group.

### **8.1.5 Determining the average class size**

The number of average starters in the class results from the number of participants in the respective class of each RCN event divided by the number of RCN events held.

### **8.1.6 Annual classification for all competitions announced**

1. The higher achieved score from the class or group classification of the respective individual event will be used for the final annual classification.
2. At least three (3) races must be completed in order to be included in the final annual classification of the Circuit Challenge (RC) 2025 and RC Light.
3. In case of 6 and 5 runs, at least three (3) scoring runs must be completed. In case of 3 and less runs, all runs will be scored.

### **8.2 Equal points**

In all classifications, the higher number of points of the last event, the one before last, etc. decides in case of a tie.

### **8.3. Strike result for scores not listed separately from Article 8.5.**

1. The worst result of a competitor / driver will be considered as a drop result / strike out result.
2. The following strike results will be taken into account / deducted:
  - One (1) strike result will be considered for seven (7) or more events
  - No (0) strike results will be considered for six (6) or less events
3. A non-participation in an event/evaluation run can be considered as a strike result.
4. A disqualification (sport penalty) will not be counted as a strike result in any case.

### **8.4. Compulsory run**

1. The RCN may announce an RC classification race and an RC Light classification race, or a race, as a compulsory race.
2. A non-participation in a compulsory race cannot be used as a strike result.
3. A compulsory run must be announced by the RCN by 12.04.2025.

### **8.5. Classification RCN - Overall Winner Cup (RC) 2025**

1. All scoring runs of the Circuit Challenge (RC) will be included in the annual classification (no strike result).
2. Points awarded per event run:

1st place =	10 points
2nd place =	8 points
3rd place =	5 points
4th place =	3 points
5th place =	1 point
3. In order to get into the final ranking of the Overall Winner Cup of the Rundstrecken-Challenge (RC), 3 placements among the first 20 must be achieved.
4. A participant may enter a maximum of 2 vehicles in an event, in accordance with the requirements of Art. 7.3.4 (see also Art. 8.10)

### **8.6. Classification RCN - Class Winner Cup (RC) 2025**

1. All rounds of the Circuit Challenge (RC) will be included in the annual classification (no strike result).
2. The scoring will be done according to the official notices or result lists of the individual organisers. The scoring corresponds to that of the individual event.

3. A minimum number of three (3) participants in the class on average of all RCN events held is required.

### **8.7. Classification RCN - Group Winner Cup (RC) 2025**

1. All rounds of the Circuit Challenge (RC) will be included in the annual classification (no strike result).
2. The scoring will be done according to the official notices or result lists of the individual organisers. The scoring corresponds to that of the individual event.
3. A minimum number of three (3) participants in the class on average of all RCN events held is required.

### **8.8. Objection period**

1. The objection period ends no later than 10 days after publication of the final status on the RCN homepage.
2. Any objection must be made in writing to the RCN e.V. Board of Directors.

### **8.9. Scoring and penalties**

See also DMSB Regulations Performance Testing and DMSB Event Regulations.  
In the event of a tie: Scoring in the order: faster time driven in the order of the sprint laps.

#### **8.9.1. Scoring penalties that may be imposed:**

- Time penalty
- Non-classification (result)
- Disqualification

**8.9.2. As far as the scoring penalties are decreed by the race director, no special** procedure has to be followed. They are part of the organisational regulation powers of the race director and are announced during the competitions by displaying the penalty or displaying the penalty in the RCN Team App, or by adding time before the results are posted or by changing the result. In the event of special circumstances, the race director may, at his own discretion, impose a lower penalty than the one threatened or refrain from imposing a penalty.  
The right of the stewards to pronounce scoring and sporting penalties remains unaffected by this regulation.

#### **8.10. Multiple starters:**

One driver may participate with two different cars. In that case, the car to score points for the RCN with has to be marked on one of the registration forms.

See also article 7.3.4

The registration must be submitted in writing with the signature of the applicant/driver to the document verification at the latest by the end of the document verification. If this report has not been received by the end of the document verification, the points will automatically be allocated to the vehicle with the lower starting number.

## **9. Private trainings, tests**

Private trainings and tests are omitted

## **10. Document verification**

See also DMSB Event Regulations.

Before the competition, the documents of the participants and the competition vehicles will be checked.

The documents prescribed below, as well as the entry form bearing all original signatures of the competitor / drivers / vehicle owner, must be presented by one (1) representative of the competitor / driver / team at the document verification.



For the document verification the participants have to present:

- (Entry confirmation)
- Original Entry (if not yet available to the organiser)
- Licences of applicant/sponsor and driver  
(original power of attorney with licence copy, if applicable)
- DMSB Permit Nordschleife (DPN) (race only)
- International start confirmation with licensees of other ASNs
- DMSB „Wagenpass“ (car pass) or motor vehicle registration certificate,  
for foreign participants a car pass or the corresponding ASN document is mandatory.
- Drivers with special medical conditions (e.g. allergies, haemophiliacs, diabetics, physical limitations, etc.) are obliged to hand over a written note with name, start number and class with details of the illness/disability to the responsible race doctor after the technical scrutineering at the latest.
- As far as the originals of the licences and starting permits are written in languages that do not allow a proper recognition of the licence or starting permit, it is the responsibility of the applicant/driver to submit an ASN-certified copy written in German or English.

### **10.1 Schedule document verification**

The timetable will be published in the respective event announcement or on the notice board. See also Art. 7.3.1 of this announcement.

### **10.2 Drivers' meeting/briefing**

1. A drivers' briefing with compulsory attendance of the drivers will take place.
2. Place and time of the drivers' meeting/briefing will be specified in the respective event announcements or by notification in the respective event information.  
See also Art. 7.3.1 of these regulations.
3. Non-participation or incomplete participation in the drivers' briefing will result in a fine of 100.00 euros without special penalty proceedings.

### **10.3 Notifications to applicants, drivers and teams**

1. Only the race director (in his absence the deputy) will provide binding information on organisational questions in connection with the events.
2. The official notice board at the events is the "Virtual Notice Board" of the RCN.  
see <https://www.r-c-n.com/virtueller-aushang>
3. Instructions, decisions, notifications and messages by race direction, as well as penalties will be displayed and proclaimed in the RCN Team-App.
4. All documents, as well as instructions, information, notices and messages sent via the RCN Team App must be respected.  
Competitors / drivers should be connected and reachable with the RCN Team App during the entire event.  
Please download the APP. Info about the installation on [www.r-c-n.com](http://www.r-c-n.com) / RCN Team Info
5. Instructions, decisions, notifications as well as scoring penalties of the race management can also be communicated to the competitors / drivers in writing.  
In these cases, applicants / drivers must confirm receipt in writing.  
Non-compliance with instructions, decisions, notices of the race management can be reported by the race director to the stewards for punishment.

## **11. Technical scrutineering**

1. Technical scrutineering will be carried out and the drivers or persons authorized by them must appear for scrutineering with the competition vehicle ready for use.  
The vehicle must be presented in the same condition as it will be used in the competition incl. start numbers and mandatory advertising) and must comply with the applicable technical regulations.

The DMSB or FIA car passport or ASN document of the ASN responsible for the participant or vehicle registration certificate and the prescribed personal safety equipment must be presented personally by the driver.

The following vehicle documents must be presented:

- Car pass / ASN document of the vehicle
- Vehicle registration document or registration certificate Part I (if applicable)
- Copy of vehicle registration document or registration certificate Part II (if applicable)
- Homologation sheet (if applicable)
- Copy of extract from the DMSB vehicle list of group G (if applicable)
- Certificate for roll-over device (if applicable)
- Certificate for tank in case of additional tank and / or not standard tank (if applicable)

For vehicles for which a homologation sheet is required, this must be carried and, if necessary, presented in the original at the request of the Technical Scrutineers. After the technical scrutineering, the vehicles are provided with a control mark. The technical regulations of the respective vehicle group, the DMSB exhaust regulations and the DMSB noise regulations must be complied with.

Vehicles that do not comply with the technical regulations will be rejected by the Technical Scrutineer or the Chairman of the Technical Scrutineers. In the case of rectifiable defects, a new presentation may be permitted by the Technical Scrutineer. In this case, a new presentation must take place without a special order.

If the Technical Scrutineer or the Chief Technical Scrutineer has finally rejected a vehicle from the Technical Scrutineering due to unrectifiable technical defects, a protest against this decision is possible in compliance with ISG Art. 13.

If vehicles have been damaged after the technical scrutineering, the vehicle that has been repaired after the damage may only continue to be used after it has been assessed and approved by the Technical Scrutineer.

If it is established at scrutineering that a vehicle, as presented, does not correspond to the group and/or class for which it has been nominated, that vehicle may be rejected or reclassified to the appropriate correct group and/or class according to the car pass by a decision of the stewards, following a proposal from the stewards.

In the case of vehicles participating in public road traffic, after the end of the event or early retirement, the starting numbers must be removed or completely covered before leaving the event site.

Note: The technical scrutineering does not mean that a scrutineered vehicle complies with all points of the valid regulations.

### **11.1 Repair, sealing and marking of vehicle parts**

not applicable'

### **11.2 Schedule Technical Scrutineering**

The timetable will be published in the respective event announcement or through Notice in the respective event information. See also Art. 7.3.1 of this announcement.

### **11.3 Technical scrutineering during the event**

The vehicles must be available at all times during an event, even after technical scrutineering, for technical examinations and inspections.

The Technical Scrutineers are entitled to seal engines and / or components thereof, and / or parts of the engine electronics / control system, and / or other vehicle parts, attachments, accessories, etc. in all vehicle groups and classes at any time.

## **12. Performance test and race**

### **12.1 Use of rain tyres**

see Part 3, Appendix 3 of this announcement

### **12.2 Max. Number of persons working on a vehicle and safety equipment**

not applicable

### **12.3 Pit stop safety and responsibility of the applicant at the start from the pit area**

See the respective event announcement.

## **13. Titles, prize money and trophies**

### **13.1 Title overall winner**

The driver with the highest total number of points after all the classification runs minus the strike result will be awarded the title:

#### **Winner of the RCN - Rundstrecken-Challenge-Nürburgring 2025**

In addition to the overall annual classification, the RCN also announces the following competitions:

Winner of the	<b>RCN Light 2025</b>
Winner of the	<b>RCN Junior Trophy 2025</b>
Winner of the	<b>RCN Team classification 2025</b>
Winner of the	<b>RCN Overall Winner Cup 2025</b>
Winner of the	<b>RCN Seniors Cup 2025</b>
Winner of the	<b>RCN Ladies' Cup 2025</b>
Winner of the	<b>RCN Class Winner Cup 2025</b>
Winner of the	<b>RCN Group Winner Cup 2025</b>

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

Only registered participants are entitled to the cash prizes. The cash prizes come exclusively from the industry. A total of max. 40,000 € will be distributed.

#### **Rundstrecken-Challenge-Nürburgring - 2025**

- Trophies for 30% of the participants in the classification, max. the 40 best participants
- The best 30% (max. 25) of the participants in the ranking will receive cash prizes.

#### **RCN - RC-Light - 2025**

- Trophies for 30% of the participants in the classification, max. the 3 best participants.
- The best 30% (max. 3) of the participants in classification will receive cash prizes.

#### **RCN - Team classification - 2025**

- Trophies for 30% of the participants in classification, max. the best 3 teams.
- The best 30% (max. 3) of the teams will receive cash prizes.

#### **RCN - Junior Trophy - 2025**

- Trophies for 30% of the participants in the classification, max. the 3 best participants.

#### **RCN - Overall Winner Cup - 2025**

- Trophies for 30% of the participants in the classification, max. the best 3 participants.

#### **RCN - Seniors Cup - 2025**

- Trophies for 30% of the participants in the classification, max. the 3 best participants.
- RC and RC-Light in joint classification.

#### **RCN - Ladies' Cup - 2025**

- Trophies for 30% of the participants in the classification, max. the 3 best participants.
- RC and RC-Light in joint classification.

### **RCN - Class Winner Cup - 2025**

- Trophy will be given to the respective class winner

### **RCN - Group Winner Cup - 2025**

- Trophy will be given to the respective group winner

### **13.3 Non classification of a participant**

Participants who have been penalised by the sports court of the DMSB or another ASN may be excluded 2025 from the classification for the Rundstrecken-Challenge-Nürburgring. The following participants will then move up if necessary. In case of pending proceedings, the prize will be suspended.

### **13.4 Compulsory attendance at the annual awards ceremony**

When the prizes are awarded, it is compulsory for the winners to be present at the annual prize-giving ceremony. The forwarding of prizes of any kind is excluded.

## **14. Protest and appeals**

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

Protest deposit - payable to the ASN of the event to be approved:  
Status International / National: see respective event announcement

Protest deposit (payable to DMSB):  
Status National A 300,00 €

Appeal deposit - payable to the DMSB:  
Status National A 1.000,00 €

Appeal deposit - payable to the FIA: 6.000,00 €  
(according to FIA legal and procedural rules)

(Protest and appeal bonds are VAT exempt).

## **15. Exclusion of legal action and limitation of liability**

1. In the event of a decision by the FIA, DMSB, their jurisdiction, the stewards, the series organiser or the organiser as adjudicator within the meaning of § 661 BGB, recourse to the courts is excluded.
2. No claims for compensation of any kind can be derived from measures and decisions of the DMSB or its sports jurisdiction as well as the representatives of the DMSB and the series organiser, except in the case of intentional or grossly negligent causation of damage.

## **16. TV rights/advertising and television rights**

1. All copyright and image rights are held by the RCN e.V. including images taken from television broadcasts of the RC and RC-Light.
2. All television rights of the RCN e.V., both for terrestrial broadcasting and for cable and satellite television broadcasting, all video rights and all rights for exploitation by all electronic media, including the Internet are held by the RCN e.V.
3. Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of the RCN e.V.

### **16.1 Marketing, merchandising and promoter advertising**

- The participants are obliged to attach the organiser's advertising prescribed by the organiser to their vehicles and to visibly present the advertising stickers on the vehicles during the entire event.

- At the beginning of the event, the organiser will carry out an inspection of the compulsory advertising. The compulsory advertising may not be changed under any circumstances.
- No vehicle will be admitted to the technical scrutineering without complete acceptance of the compulsory advertising (see sticker map instructions).
- Information and decisions regarding organiser advertising will be given exclusively by the RCN Series Organisation.

## **17. Special provisions**

### **17.1 Paddock**

Location and handling: see the respective organizer's announcement and the organizer's procedural information.

Animals may not be brought into the paddock and pit area.

The use of uninsured vehicles - with the exception of competition vehicles - and the use of vehicles by persons who do not have the required driving license for the vehicle used is prohibited.

### 1. General technical regulations of the series

#### 1.1 Overview of the advertised groups / classes of the Circuit Challenge

In the Circuit Challenge (RC), RC-Light and the RCN race, only vehicles that comply with the technical requirements of these regulations can be used.

##### 1.1.1 Approved vehicles --- Groups and classes

Vehicles of the groups RCN Production Cars, RCN Special, F, H and CUP classes are permitted.

The current RCN regulations approved by the DMSB and any series bulletins approved by the DMSB apply to vehicles in the **RCN Production Cars group**. The regulations and all official publications can be viewed online at [www.r-c-n.com].

For vehicles of the RCN-Special group, the DMSB-approved technical regulations of the RCN and, if applicable, DMSB-approved series bulletins are valid.

For Group F and Group H vehicles, the current DMSB regulations apply (see DMSB handbook). From 01.01.2025, only vehicles built after 31.12.1965 and at least ten (10) years ago are permitted in Group H (see DMSB regulations for Group H, Art. 2).

The respective technical regulations approved by the DMSB apply to the Cup classes.

#### **Group RCN-Production Cars**

Class R 1		up to 1.600 cm <sup>3</sup>
Class R 2	over 1.600 cm <sup>3</sup>	up to 1.800 cm <sup>3</sup>
Class R 3	over 1.800 cm <sup>3</sup>	up to 2.000 cm <sup>3</sup>
Class R 4	over 2.000 cm <sup>3</sup>	up to 2.500 cm <sup>3</sup>
Class R 5	over 2.500 cm <sup>3</sup>	up to 3.000 cm <sup>3</sup>
Class R 6	over 3.000 cm <sup>3</sup>	up to 3.500 cm <sup>3</sup>
Class R 1A*		up to 1.600 cm <sup>3</sup>
Class R 2A*	over 1.600 cm <sup>3</sup>	up to 2.000 cm <sup>3</sup>
Class R 3A*		up to 3.000 cm <sup>3</sup>

\* = *Vehicles that work with turbocharging (A) (e.g. turbo or mechanical supercharger)*

#### **Group RCN-Special**

Class RS 1		up to 1400 cm <sup>3</sup>
Class RS 2	over 1400 cm <sup>3</sup>	up to 1750 cm <sup>3</sup>
Class RS 3	over 1750 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>
Class RS 4	over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>
Class RS 5	over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>
Class RS 6	over 3000 cm <sup>3</sup>	up to 3500 cm <sup>3</sup>
Class RS 7	over 3500 cm <sup>3</sup>	up to 4000 cm <sup>3</sup>
Class RS 8	over 4000 cm <sup>3</sup>	up to 6250 cm <sup>3</sup>
Class RS 12 AT		

Class RS 2A*		up to 1620 cm <sup>3</sup>
Class RS 3A*	over 1620 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>
Class RS 4A*	over 2000 cm <sup>3</sup>	up to 2600 cm <sup>3</sup>
Class RS 8A*	over 2600 cm <sup>3</sup>	up to 4000 cm <sup>3</sup>

\* = *Vehicles that work with turbocharging (A) (e.g. turbo or mechanical supercharger)*

Class RS 1DA		up to 2000 cm <sup>3</sup>
Class RS 2DA	over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>
Class RS 3DA		up to 3000 cm <sup>3</sup>

The designation "DA" stands for turbocharged diesel vehicles.

In the RS 7, RS 8 and RS 8A classes, the total number of vehicles eligible to start is limited to a maximum of 25.

## Group F

Class F 1		up to 1600 cm <sup>3</sup>
Class F 2	over 1600 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>
Class F 3	over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>
Class F 4	over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>
Class F 5	over 3000 cm <sup>3</sup>	

## Group H (Year 1966 – 2014)

Class H 1		up to 1400 cm <sup>3</sup>
Class H 2	over 1400 cm <sup>3</sup>	up to 1600 cm <sup>3</sup>
Class H 3	over 1600 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>
Class H 4	over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>
Class H 5	over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>
Class H 6	over 3000 cm <sup>3</sup>	up to 3500 cm <sup>3</sup>
Class H 7	over 3500 cm <sup>3</sup>	

## Gruppe Cup Class

Class Cup 1	OPEL Astra OPC CUP
Class Cup 2	BMW M240i Racing
Class Cup 3	Porsche Endurance Trophy Nürburgring
Class Cup 4	BMW M2 CS Racing Cup

## Class consolidation

Class merging is not used in the RC.

### 1.1.2 Overview of the groups and classes of the Circuit Challenge Light

#### Group F, Group H und Group RCN-Special in joint scoring

Class F/H/RS 28		up to 1600 cm <sup>3</sup>
Class F/H/RS 29	over 1600 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>
Class F/H/RS 30	over 2000 cm <sup>3</sup>	

**Attention: Displacement factor for supercharged engines** (see Art.1.7 Displacement factor).

#### Class merging

In RC-Light, classes are merged if there are less than 3 participants in the class.

### 1.1.3 Construction year limits

Group 'RCN-Production cars'	from Model year 1990
Group 'RCN-Special'	from Model year 2000
Group 'F'	--
Group 'H'	(according to DMSB Regulations)
Group 'CUP-Classes'	--

## 1.2 Basics of the Technical Regulations according to

- Art. 253, 277 of Appendix J (ISG of the FIA)
- Technical Regulations of the DMSB Group/s: F and H
- General provisions, definitions and clarifications of technical regulations (DMSB handbook, blue part)
- RCN Special Technical Regulations
- RCN Production Cars Technical Regulations
- Opel Astra OPC Cup Technical Regulations
- BMW M240i Racing Technical Regulations
- BMW M2 CS Racing Technical Regulations
- Porsche Endurance Trophy Nürburgring Technical Regulations

## 1.3 Generell/Preamble

**Anything not expressly permitted by these regulations is prohibited. Permitted modifications may not result in any unauthorized modifications or infringements of the regulations.**

#### **1.4 Driver's equipment**

The wearing of overalls in accordance with FIA standard 8856-2000 or 8856-2018 as well as underwear (with long sleeves and legs), headgear, socks, shoes and gloves in accordance with DMSB and FIA regulations is mandatory.

Furthermore, a helmet in accordance with DMSB regulations must be worn.

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

#### **1.5. General provisions, permitted modifications and installations**

1. work may be carried out that is part of the normal maintenance of the vehicle or serves to replace parts that have become defective due to wear or accident.
2. modifications and installations may only be carried out within the framework specified below. Parts damaged by wear or accident may only be replaced with identical original parts.
3. the standard fastening parts, such as nuts, bolts, washers, etc., may only be used on the complete vehicle: Nuts, screws, washers, spring washers, split pins may be replaced by equivalent standard parts corresponding to the original shape. For threads, the thread type, size and pitch (e.g. M 8 x 1.25) must be retained.

All modifications permitted by these regulations are prohibited. Permitted modifications may not result in any unauthorized modifications or infringements of the regulations.

##### **1.5.1 Timing-Transponder**

Each vehicle participating in an event of the Rundstrecken Challenge Nürburgring must be equipped with an operational and functional timekeeping and sound transponder.

We recommend equipping the vehicle with its own transponder from MYLAPS model: e.g. TR2 Direct Power.

The costs are to be borne by the participant (applicant / driver).

Each competitor/driver is responsible for the proper functioning of the transponder at all times.

The transponder should be installed in the right or left front wheel arch and, when the vehicle is standing on its wheels, at a maximum distance of 500 mm from the ground. The transponder must have a clear view of the ground within a cone-shaped area of at least 10 degrees.

##### **1.5.2 Inboard- / Onboardcameras**

Team-owned inboard and / or onboard cameras are permitted.

If inboard and/or onboard cameras are used during the event, a data carrier for recording is mandatory.

The weight of a camera may not exceed 2 kg. It must be secured with two independent fastenings. When installing or mounting the camera(s) on the rollover device, the provisions of Article 253 of Appendix J (ISG of the FIA) must be observed. The publication of in- and/or onboard recordings of any kind is subject to licensing.

The team's own inboard and/or onboard camera systems may be used by the race management and/or stewards to clarify incidents at an event and must be made available at any time and without delay upon request.

The RCN technicians are authorized to remove the data carriers of the image and sound recordings from the vehicles to clarify incidents at an event.

Deletion or removal of the data carriers during the event is only permitted in agreement with the RCN technical/race management and/or the stewards. The data or data carriers will be handed over to the team immediately after the evaluation.



If image and sound recordings are not made available (refused) to the race director and/or the stewards, this can be punished with a scoring penalty by the race director and/or a sporting penalty by the stewards. Offenses can be punished by the RCN e.V. up to a ban on participation in further events of the Rundstrecken Challenge Nürburgring

## **1.6 Minimum vehicle weights and ballast**

Is regulated in the individual technical regulations of the vehicle groups..

### **DMSB-Note:**

The vehicle weighing, including the calibration or verification of the scales, must be taken into account by the organizer or series organizer in accordance with the DMSB guidelines. As a rule, mobile scales must be checked every year by the scale manufacturer. In special cases, a calibration/verification by a state calibration office may also be approved, but it must be ensured that the scales are calibrated by the manufacturer at least every 2 years.

## **1.7 Displacement factor for turbocharged engines**

For the RCN Production Car and RCN Special groups, no displacement factor is applied for turbocharged engines.

The displacement factor for groups F and H is determined by the respective regulations. In the RCN Light classes, a displacement factor for supercharged engines applies.

## **1.8 Exhaust gas regulations**

It is mandatory to comply with the current DMSB exhaust regulations (see DMSB handbook, blue section). All vehicles must be equipped with a catalytic converter in accordance with the DMSB exhaust regulations. This applies in particular to diesel vehicles, which must also be equipped with a DMSB-homologated particulate filter.

## **1.9 Noise regulations**

According to the DMSB pass-by measurement method (see DMSB handbook, blue section), the following limit values must not be exceeded:

<b>Group</b>	<b>L<sub>WA</sub>-Procedure [dB (A)]</b>	<b>L<sub>P</sub>-Procedure [dB (A)]</b>
RCN-Production cars	128	96
F	128	96
H (Kl. 1-5)	128	96
H (Kl. 6)	130	98
RCN-Special	130	98
CUP-Classes	130	98

A noise measurement according to the LWA method is carried out at every event.

This noise value is measured according to the:

- DMSB near-field measurement method (in addition to the pass-by measurement method)
- DMSB pass-by measurement method (mandatory for all circuit events).

The current DMSB noise regulations (see DMSB handbook, blue section) must be complied with.

## **1.10 Advertising on driver's equipment/competition vehicle and start numbers**

The current FIA/DMSB regulations for advertising on drivers' equipment/competition vehicles and start numbers must be complied with (see DMSB handbook, blue section).

**ATTENTION:** Deviations from the FIA/DMSB regulations require special approval from the DMSB.

The following special advertising regulations apply to the driver's equipment:  
An advertising space for the Rundstrecken Challenge Nürburgring e.V. patch must be provided on each driver's suit, approx. 4 cm below the left collarbone.

In compliance with the FIA/DMSB regulations for start numbers and advertising on vehicles, the following mandatory advertising is prescribed on the competition vehicle:  
The organizer claims a 15 cm wide strip in the upper area of the windscreen, a 10 cm high strip on the rear window and advertising space near the start numbers. Details are regulated in the "Sticker Map" (Part 3, Appendix 1) regulated.

#### **1. Initial equipment for organizer advertising**

The initial equipment of the organizer advertising is free of charge.

If the initial equipment is lost or damaged, the race number mats / advertising stickers must be purchased from the RCN for a fee of €15.00 per set (individual mats €5.00).

Other parts of the organizer's advertising will be provided at cost price. Only the original mats and start numbers (not reduced in size or modified) may be used.

#### **2. Competing advertisements**

Advertising on participants' competition vehicles that competes with the series sponsors' advertising must not be located in the immediate vicinity of the sponsors' advertising.

#### **3. Attachment of organizer advertising**

Under penalty of a fine of € 200.00, the organizer's advertising must be affixed in the places and sizes prescribed by the Rundstrecken Challenge Nürburgring e.V..

Information and decisions regarding the compulsory advertising will be given exclusively by the RCN organization.

Each vehicle must be provided with 6 start numbers in detail: On the front doors, hood or roof, in the windshield (left-hand drive: right, right-hand drive: left) as well as on the rear window top right or on the tailgate and on the right rear side window. The start numbers must be affixed to the start number mats provided by the organizer.

### **1.11 Safety equipment**

The vehicles must have the following safety equipment.

Unless otherwise stated, the article details refer to the current Appendix J to the ISG.

#### **Attention:**

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

#### **All Groups and Classes:**

- Pipes and pumps according to Art. 253.3.1 und 253.3.2
- Oil collection tank according to Art. 259.7.4
- Tank ventilation according to Art. 253.3.4
- 2-circuit brake system in accordance with Art. 253.4
- Hood holder in accordance with Art. 253.5
- Seat belts in accordance with Art. 253.6
- Hand-held fire extinguisher in accordance with Art. 253.7.3
- Fire extinguishing system in accordance with Art. 253.7.2 or Art. 275.14.1
- Roll-over device in accordance with Art. 253.8
- Roll-over device according to DMSB manual blue part

- Rear view mirror according to Art. 253.9
- Towing eyes / devices, see Art. 1.11. point 6 of these regulations
- Safety film on window panes in accordance with DMSB regulations
- Laminated glass windshield
- Door safety nets in accordance with Art. 253.11 or DMSB regulations (except Group F)
- Circuit breaker in accordance with Art. 253.13
- Safety fuel tanks according to FIA standard FT3/FT3-1999 or FT5 in accordance with Art. 253.14 or 259.6.3
- FIA-homologated non-return valve in the fuel filler pipe in accordance with Art. 253.14
- Fire protection wall in accordance with Art. 253.15
- Seats and fastenings in accordance with Art. 253.16
- FIA-homologated Driver's Seat in accordance with Art. 253.16
- In accordance with the following additional safety regulations

#### 1. Roll cage

A roll cage in accordance with DMSB regulations or Art. 253.8 is mandatory. If reference is made to the year of homologation in accordance with Art. 253.8, the year of construction must always be used here. This means that all vehicles, whether homologated, formerly homologated or never homologated, must comply with the regulations in the above-mentioned appendices.

On roll cages built in accordance with the so-called self-build regulations, at least two side protection struts are required on the driver's side in accordance with Art. 253.8. In the case of crossed flank protection struts, there must be at least two opposing gusset plates in accordance with Art. 253.8.2.14.

If a vehicle is occupied by two persons during an event, this flank protection is also mandatory on the passenger side. All roll cages that are covered by an ASN certificate, e.g. DMSB, ONS, MSA, etc. or an FIA homologation are also permitted.

A separate belt fastening brace in accordance with Art. 2.5.2 DMSB handbook, blue part, is permitted.

#### 2. Seatbelts

An FIA homologated seatbelt of standard 8853/98, 8854/98 or 8853-2016 is mandatory. The validity of the homologation is 10 years.

#### 3. Seats

An FIA homologated driver's seat according to FIA standard 8855/1999 or 8862/2009 with attachment according to Appendix J, Art. 253.16 is mandatory. The validity of the homologation is 10 years

#### 4. Door safety net

An FIA homologated driver's seat according to FIA standard 8855/1999 or 8862/2009 with attachment according to Appendix J, Art. 253.16 is mandatory. The validity of the homologation is 10 years.

#### 5. Window films

The driver's door window, which is made of tempered glass, and the passenger door window if the passenger seat is installed, must be covered on the inside with clear safety film in accordance with DMSB regulations.

The film may only be tinted on the rear side windows. The film and the advertising on the windows must comply with the DMSB regulations, blue part of the handbook.

#### 6. Towing Eyes

Each vehicle must be equipped with one towing eye at the front and one at the rear, Each towing eye or towing strap must have an internal diameter of at least 60 mm and max. 100 mm or an adequate free cross-section of at least 29 cm<sup>2</sup> and max. 79 cm<sup>2</sup>. It must be possible to move a pin with a diameter of 60 mm through the towing eye or towing strap.

7. Except in standard fuel tanks, an FIA-homologated non-return valve in the filler pipe of the fuel tank is mandatory. The tank vent(s) must be fitted with non-return valve(s) designed according to the principle of the standard filler opening(s).
8. A fire-retardant liquid-tight partition must be provided between the fuel tank and the passenger compartment and between the fuel filter / fuel pumps, other liquid tanks and the passenger compartment.  
Note: The oval line connection plate of a FT safety tank is also part of the tank and must also be sealed off by the partition or box.
9. Fire extinguishers with at least 4 kg of extinguishing powder or an equivalent extinguishing agent approved by the FIA in a maximum of 2 containers or any hand extinguisher approved by the FIA are mandatory. An FIA homologated fire extinguishing system can replace the hand extinguishers and is strongly recommended. It must be possible to activate the extinguishing systems from the outside from the pre-grid to the parc fermé. The operating safety device must be deactivated during this period.
10. A maximum of 6 headlights with ECE marking may be used. Apart from the indicators, only white light is permitted on the front of the vehicle. Diffusing or cover lenses made of glass must either be covered with clear transparent film or replaced by clear plastic lenses. In the case of vehicles with double starters (e.g. X-Bow/GT4 from the VLN/NLS), the race organizers may, as an alternative to the above-mentioned regulations, also grant approval for yellow film to be applied to the diffusing or cover lenses. The use of clear and/or colored flashers is prohibited.
11. In addition, the safety regulations of the RCN Production Cars, RCN Special, F, H groups and the Cup classes must be observed.
12. **Safety fuel tanks**  
Safety fuel tanks in accordance with FIA standard FT3/FT3-1999 or FT5 are mandatory in all groups of the RCN series competition, unless the standard fuel tank is retained or the position of the standard fuel tank is changed.

**See also Link:** <https://www.dmsb.de/de/automobilспорт/file/287968m>.

### 13. Impact Data Recorder (IDR)

The Impact Data Recorder (IDR) is expressly recommended by the DMSB for all vehicles. It is mandatory for all vehicles with a "GT4" entry in the car pass. The QR code of the IDR must be easily and freely accessible at all times so that scanning is possible without any problems. The IDR must be installed in accordance with the installation guidelines. It must not have exceeded the maximum service life of 2 years. By registering for the event, each driver & competitor agrees to make the data recorded by the IDR available to the DMSB, the FIA and the series organization. Details can be found in the DMSB data protection guidelines at <https://www.dmsb.de/de/datenschutz>

#### **1.12 Fuel and, if applicable, standard fuel**

Only unleaded fuel in accordance with Art. 252.9 Annex J (ISG) may be used, which complies with DIN EN 228 or diesel fuel in accordance with Art. 252.9 and DIN EN 590. Any additives, with the exception of air or lubricating oil for 2-stroke engines, are prohibited.

In addition, the octane limit of max. 103 ROZ instead of 102 ROZ applies to petrol. Only fuels in accordance with Art. 252.9.2.2, 9.2.3, 9.2.4 or 9.3 of Annex J to the ISG are permitted for the RS12 AT class.

### **1.12.1 Fuel Checks**

Fuel samples may be taken by the scrutineers at any time during the event. The DMSB fuel regulations including residual fuel quantities apply (DMSB handbook, blue section).

### **1.12.2 Refueling, refueling facilities and inspection**

Refueling is permitted at any time during the event. Only one (1) fuel nozzle may be used for refueling. (Commercially available fuel at the fuel pumps of the T13 or the fuel pumps of the GP pit lane).

For diesel vehicles and vehicles of the RS12 AT class, refueling is only possible from canisters / fuel cans and only on the sealed area next to the fuel pumps at T13 or in front of the respective pit in the GP pit lane.

## **1.13 Technical Definitions**

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

## **2. Technical regulations for the 'RCN production cars' group**

### **2.1 General provisions**

1. These regulations have been in force since January 1, 2024. The provisions of Appendix J to the FIA International Sporting Code (ISG) are only applicable in the following areas of regulation if explicit reference is made to them there.
2. Anything not expressly permitted by these regulations is prohibited. Permitted modifications may not result in unauthorized modifications or infringements of the regulations.
3. Parts damaged by wear or accident may only be replaced by identical series parts, unless otherwise regulated below.
4. These technical regulations may be adapted or changed at any time in agreement with the DMSB.
5. All texts described in the blue section of the DMSB handbook under “General provisions and explanations of safety regulations” shall apply to this group. If approvals are only listed here for DMSB groups, these also apply to the RCN.
6. Only changes approved by a bulletin are binding. These are published on the RCN homepage.
7. The interpretation of these regulations is the sole responsibility of the RCN.

All vehicles must be equipped with Hankook tires.  
For more details see appendix 3.

#### **2.1.1 Approved Vehicles**

1. Participation in the RCN production car classes is only permitted with vehicles that are registered for public road traffic in Germany or that have an ASN registration. For German participants, the DMSB car pass with the entry group “RCN production cars” is binding..
2. Unless otherwise specified for individual components in these regulations, the vehicles must be in standard condition, i.e. as they were or will be supplied by the manufacturer in accordance with the general operating license (ABE) or EEC operating license / EEC certificate of conformity (COC), manufacturer's key number (HSN) and type key number (TSN).
3. the vehicles to be used must be listed in the DMSB G-vehicle list. Link:  
<https://www.dmsb.de/de/downloads/file/278631>

4. Vehicles without a TSN, e.g. re-imported vehicles, require a G. certificate to determine the TSN. This is issued by a DMSB expert.
5. The vehicles must have an original chassis number, according to which all vehicle data can be traced back to the manufacturer. If it is necessary to renew the chassis number after an accident repair, this must be done by an authorized dealer of the vehicle manufacturer concerned and confirmed in writing by the dealer.
6. Parts installed in the vehicle are considered standard if they are available ex works for the relevant vehicle variant according to the spare parts list for the relevant vehicle. Vehicle parts that can be obtained from the accessories via the manufacturer's original spare parts number are permitted.
7. Parts which are only supplied by the sports departments of the manufacturer's works, tuning companies etc. are deemed to be non-standard. The applicant/driver is solely responsible for proving that the vehicle parts are standard.

### 2.1.2 Non-registered vehicles

1. Vehicles manufactured before 1.1.1990 are not eligible to start.
2. Vehicles whose height originally specified by the manufacturer exceeds 1600 mm are not eligible to start.
3. Vehicles with the following road registrations are not eligible to start:
  - foreign road registration,
  - Vehicles with red license plates,
  - Short-term license plates (black, white, yellow),
  - Export license plates (black, white, red),
  - Test vehicles according to § 19, para. 6 (formerly para. 3) StVZO see registration.
4. Hybrid vehicles, electric vehicles, diesel vehicles
5. Vehicles without a fixed roof
6. vehicles without safety equipment (e.g. cage, fire extinguisher, etc.)

### 2.1.3 Engine power, power-to-weight ratio and minimum vehicle weight

Class R 1	up to 1.600 cm <sup>3</sup>	max. 90 kW	LG >9,8 kg/kW
Class R 2 over 1.600 cm <sup>3</sup>	up to 1.800 cm <sup>3</sup>	max. 104 kW	LG >9,1 kg/kW
Class R 3 over 1.800 cm <sup>3</sup>	up to 2.000 cm <sup>3</sup>	max. 150 kW	LG >8,0 kg/kW
Class R 4 over 2.000 cm <sup>3</sup>	up to 2.500 cm <sup>3</sup>	max. 180 kW	LG >7,5 kg/kW
Class R 5 over 2.500 cm <sup>3</sup>	up to 3.000 cm <sup>3</sup>	max. 220 kW	LG >6,0 kg/kW
Class R 6 over 3.000 cm <sup>3</sup>	up to 3.500 cm <sup>3</sup>	max. 265 kW	LG >5,5 kg/kW
Class R 1A	up to 1.600 cm <sup>3</sup>	max. 165 kW	LG >7,3 kg/kW
Class R 2A over 1.600 cm <sup>3</sup>	up to 2.000 cm <sup>3</sup>	max. 250 kW	LG >6,0 kg/kW
Class R 3A	up to 3.000 cm <sup>3</sup>	max. 320 kW	LG >5,2 kg/kW

The minimum vehicle weight is determined as follows:

Engine power [kW] times power-to-weight ratio [kg/kW] equals minimum vehicle weight

Example: Class R3 => 150 kW x 8 kg/kW = 1200 kg minimum vehicle weight.  
 In the same class => only 130 kW x 8 kg/kW = 1040 kg minimum vehicle weight.

The minimum vehicle weight may not be undercut at any time during the event. It is defined by the engine power specified by the manufacturer for the vehicle according to the DMSB G-List and the power-to-weight ratio (LG) factor of the respective class.

The minimum weight is the actual weight, i.e. without refueling.

A power measurement can be arranged on a DMSB-approved dynamometer. The tolerances of  $\pm 5\%$  from the G regulations apply here.

The series organizer may also make weight adjustments for individual vehicles in the respective class during the season in consultation with the DMSB.

## Fuel filling quantity

Class R 1		up to 1,600 cm <sup>3</sup>	max. 65 liters
Class R 2	over 1,600 cm <sup>3</sup>	up to 1,800 cm <sup>3</sup>	max. 65 liters
Class R 3	over 1,800 cm <sup>3</sup>	up to 2,000 cm <sup>3</sup>	max. 70 liters
Class R 4	over 2,000 cm <sup>3</sup>	up to 2,500 cm <sup>3</sup>	max. 70 liters
Class R 5	over 2,500 cm <sup>3</sup>	up to 3,000 cm <sup>3</sup>	max. 70 liters
Class R 6	over 3,000 cm <sup>3</sup>	up to 3,500 cm <sup>3</sup>	max. 70 liters
Class R 1A		up to 1,600 cm <sup>3</sup>	max. 80 liters
Class R 2A	over 1,600 cm <sup>3</sup>	up to 2,000 cm <sup>3</sup>	max. 80 liters
Class R 3A		up to 3,000 cm <sup>3</sup>	max. 80 liters

## 2.2 Engine power

1. The engine power applies to the vehicles in the condition in which they are used in the competition.
2. The standard power of the tested engine may not deviate by more than  $\pm 5$  percent (StVZO tolerance) from the value entered in the DMSB G-vehicle list.
3. Approval for the start is only possible if the engine power is within the range specified in the G list, including the permissible tolerances.

### 2.2.1 Motor

1. The engine block (crankcase and cylinder) and cylinder head verifiably intended for the model by the vehicle manufacturer must be retained. Only modifications that have been approved in writing by these regulations or the vehicle manufacturer are permitted. The approvals in detail:
  - Cylinder bores and pistons may only be modified within the factory tolerances (= in accordance with the manufacturer's workshop manual).
  - The standard oil pan may be replaced by another standard oil pan of the same model. It is permitted to insert additional oil baffles into the oil pan.
  - The standard oil pump may be replaced by an improved version for reasons of durability.
  - The installation of an additional oil dipstick is permitted.
  - Oil coolers are optional, but they must not be fitted outside the bodywork.
  - The crankcase ventilation including oil collector/separator may be modified, but must form a closed system.
  - Original air filter insert / cartridge is mandatory
  - The thermostat for the engine cooling system is optional.
  - Plastic covers that are bolted directly to the engine, are of a purely visual nature (e.g. cylinder head cover) and have no effect on engine performance and other functions (e.g. air ducts) can be removed.
2. If a turbocharger is installed in the vehicle, the turbocharging system (e.g. turbo or mechanical supercharger) must also be demonstrably part of the chassis number and thus part of the standard engine in all classes.

### 2.2.2 Mixture preparation

1. The mixture preparation system must correspond to the one installed by the vehicle manufacturer for the vehicle to be used. Conversion from an injection system to a carburetor or vice versa is therefore not permitted. In the case of injection systems, the manufacturer and system components must correspond to the chassis number of the vehicle in question.
2. For all classes, the software of all control units is exempted, whereby "inputs" and "outputs" must retain their original function. The exemption must not result in an increase in performance.
3. The hardware of all control units, e.g. housing, circuit boards and connectors, must remain standard. No control functions or sensors may be added or omitted. The pin assignment of the connectors of all control units must comply with the manufacturer's specification.

### 2.2.3 Fuel tank, catchtank and fuel pump

1. Only unleaded fuel in accordance with DIN EN 228 for gasoline engines may be used. The limit values in accordance with Art. 252.9 in Annex J to the ISG must be complied with.

**Attention ! For the fuel tank, see Art.1.11 Safety equipment paragraph: '12'.**

2. An FT3-1999, FT3.5-1999 or FT5-1999 tank can replace a standard tank. It can be installed in the trunk or in the standard position. The TC is responsible for assessing the adequacy and safety of the attachment. If an FT tank is fitted in the series position under the vehicle, adequate protection must be provided. It is permitted to use an FT3-1999, FT3.5-1999 or FT5-1999 safety tank in addition to the series tank.
3. A catch tank with a maximum capacity of 1 liter is permitted.
4. Additionally installed fuel tanks must be installed in the luggage compartment and be installed in a fireproof manner in relation to the passenger compartment.
5. Any fuel tank not fitted as standard in the luggage compartment must have a clearance of 30 cm to the side and rear of the outer bodywork.
6. Installing an additional fuel pump and filter outside the standard fuel tank is permitted. Just like the Catch/FT3, FT3.5, FT5 tank, the fuel pump and any filter must be installed outside the passenger compartment and separated from it in a fireproof and liquid-tight manner. The number of fuel pumps specified in the workshop manual may therefore be increased by one. Such a pump may be switched on by a separate switch.
7. The filler opening for a safety tank may be located in the cut-out of a rear side window, the side wall or the C-pillar. The material that replaces the window must be made of sheet metal, polycarbonate or CFRP. The filler pipe may be routed through the passenger compartment. It must then be protected with a liquid-tight, flame-retardant material. An FIA non-return valve on the tank connection of the filling line is mandatory. The flap in the standard tank filler neck (lead-free safety flap) is optional.
8. The installation of an additional vent on series tanks is permitted provided that the connection is located outside the passenger compartment, the line complies with the specification in Appendix J 253 Art. 3.2 and there is a non-return or flashover valve in the line. The line may then be routed through the passenger compartment, with the end passing through an opening in the trunk floor. This regulation applies to all tank ventilation systems, i.e. also when using any type of safety tank. In principle, it should be installed as close as possible to the tank connection.
9. With regard to the total tank size, the maximum filling quantity for each class is specified in Part 2, Art. 2.1.4 (Fuel filling quantity).

### 2.2.4 Exhaust regulations

The exhaust regulations according to the DMSB manual, blue part, must be observed. The vehicles must at least comply with the Euro standard according to Annex XXV of the StVZO or be equipped with a DMSB type B or C exhaust emission certificate or be fitted with a catalytic converter according to Article 15 of the DMSB exhaust emission regulations.

### 2.2.5 Exhaust system

1. Exhaust tailpipes must not protrude beyond the bodywork. They may not end more than 10 cm below the floor of the vehicle in relation to the outer edge of the bodywork.
2. The exhaust system must be a separate component and be located outside the body or chassis.
3. A catalytic converter in accordance with Art. 15 of the DMSB exhaust regulations (see DMSB handbook) is mandatory.



4. The fuel additives described on the homologation sheet may be used. Alternatively, standard particulate filters are also permitted if the vehicle complies with the Euro 4 emissions standard, key no. 62 in item 1 of the vehicle documents.
5. Modifications to the exhaust system from the cylinder head are permitted. This must not result in an increase in performance.
6. Lambda sensor cables can be extended.
7. The exhaust system may be shielded from the bodywork by heat protection mats, but may not be fully attached so that access to the test connection is possible.

### **2.2.6 Noise limitation**

The regulations according to the DMSB handbook, blue part, must be observed

## **2.3 Power transmission**

### **1. Bearings:**

The engine, gearbox and rear axle bearings, which are made of rubber or plastic, may be replaced by others. However, the design must remain unchanged.

### **2. Clutch:**

The friction linings of the clutch disk or disks are optional. All other parts of the clutch must correspond to the series for the respective vehicle.

### **3. Gearbox:**

1. The transmission intended by the vehicle manufacturer for the respective vehicle according to the chassis number must be retained.
2. All available gear ratios from the original spare parts list for the vehicle in question are permitted.
3. The functional principle (e.g. mechanical, semi-automatic or automatic transmission) and the gearshift diagram (e.g. H-shift) of the transmission must correspond to the series.
4. The gearshift knob and any shift paddles on the steering wheel are optional. The installation of a so-called "short shifter" is permitted
5. The gearshift diagram of an H gearshift is described by the movement path of the gearshift knob. It is therefore not permissible to change this shifting path in a plane analogous to a sequential gearbox (e.g. using intermediate mechanical devices).
6. The number of gears of the standard gearbox must be retained.
7. Only the gear pairs required for the maximum number of gears may be present in the gearbox.
8. Gearbox cooling is permitted. One (1) external oil pump with lines and additional oil tank may be used. The reservoir and lines must not be located in the passenger compartment.

### **4. Differential:**

1. All available gear ratios from the original spare parts list for the vehicle in question are permitted.
2. Mechanical limited slip differentials are optional. Standard electronic differential locks may be replaced by mechanical differential locks.
3. Cooling of the differential is permitted. One (1) external oil pump with lines and an additional oil tank may be used. The tank and lines must not be located in the passenger compartment, but must be protected against fire and liquids in the passenger compartment. Cooling of the components by increasing the surface area (e.g. cover with cooling fins) is permitted.
4. Four-wheel drive is only permitted if it was or is present on the original model. Conversion from front-wheel drive to rear-wheel drive or vice versa is not permitted.
5. If the vehicle is originally equipped with permanent four-wheel drive, it may not be converted to two-wheel drive.

## **2.4 Brake system**

1. A dual-circuit braking system acting simultaneously on the front and rear wheels and actuated by the same pedal is mandatory.
2. All brake systems approved by the manufacturer for the respective vehicle may be installed. The prerequisite is that the brake disks are made of steel. The spare parts list serves as proof.
3. Brake parts from the accessories are permitted.  
The brake callipers must be attached to the standard original mounting points and can be fastened with screws or bolts.
4. Factory-fitted ABS, ASR or ESP may be deactivated.
5. Air deflectors can be modified in shape or removed. For brake cooling, only one flexible duct is permitted per wheel to guide the air to the brakes. The inner cross-section of this duct must fit into a circle with a diameter of 10 cm. These air ducts must not protrude beyond the outline of the vehicle when viewed from above."
6. Factory-fitted body openings below the main headlights, i.e. all openings created by removing plastic covers, may be used as air inlets for the brake cooling hoses.
- 7 A mechanical parking brake is mandatory. This brake must be effective when applied.  
Explanation of function: A mechanical parking brake is one that is secured by mechanical means, even if it is actuated by non-mechanical means, such as electronic control.
8. The factory-fitted brake hoses can be replaced by brake hoses with a steel fabric cover.

## **2.5 Chassis**

1. The type and thus the functional principle of the wheel suspension must not be changed.
2. The elastic parts of the suspension mounts may also be replaced by other elastic parts, whereby the original dimensions and shape must be retained. These replaced parts may be made of plastic, for example, but not of metal.
3. The shock absorbers are optional, but the standard number and the standard mounting must be retained.
4. Stabilizers may be replaced by others, but their attachment points must be retained. Adjustment while driving is not permitted.
5. The springs are optional, but the type must be retained. The number of springs, if they are arranged in a row, is optional.
6. The upper support bearings of spring/damper strut units (McPherson principle) are optional on strut wheel suspensions, provided that the standard body-side attachment points are retained and only one adjustment of the camber is possible.
7. Modifications to the bodywork are not permitted, but the original fastening screws or a maximum of three screw holes with a maximum diameter of 8.5 mm each may be attached to the shock absorber dome to fasten the upper support bearing. The domes may be reinforced in accordance with the manufacturer's specifications.
8. Spring mounts / spring plates are optional.
9. For other wheel suspensions, the standard spring mounts on both the body and axle must be retained

10. Cross struts may be mounted on the front and rear axles between the same axle pivot points on the right and left, top and bottom, but they must be removable and bolted to the attachment points of the wheel suspensions, whereby two additional holes may be drilled in the bodywork at the top.
11. The track width is optional. Non-standard spacers are permitted.
12. The wheelbase must be within the values specified by the manufacturer when the steering is in the straight-ahead position.
13. In addition, the wheel geometry is optional within the scope of the adjustment options provided as standard. Height-adjustable coilover suspensions are permitted.
14. No part of the vehicle may touch the ground when the tires on one side of the vehicle are deflated. This test must be carried out on a flat surface (vehicle ready to race and driver on board).

## **2.6 Steering**

1. The steering must correspond to the original version for this vehicle. Changing the steering ratio is not permitted. However, it is permitted to change the steering angle by adjusting the steering stop.
2. For safety reasons, the speed of the oil pump for the power steering may be changed. It is also permitted to modify the oil lines for better cooling. The software of the electrically assisted power steering is optional.

## **2.7 Wheels and tires**

1. The wheels and tires are optional.
2. The width of the wheel/tyre combination is limited according to the class:

Class R 1		up to 1,600 cm <sup>3</sup>	max. 7.0"
Class R 2	over 1,600 cm <sup>3</sup>	up to 1,800 cm <sup>3</sup>	max. 8.5"
Class R 3	over 1,800 cm <sup>3</sup>	up to 2,000 cm <sup>3</sup>	max. 9.0"
Class R 4	over 2,000 cm <sup>3</sup>	up to 2,500 cm <sup>3</sup>	max. 9.5"
Class R 5	over 2,500 cm <sup>3</sup>	up to 3,000 cm <sup>3</sup>	max. 10.0"
Class R 6	over 3,000 cm <sup>3</sup>	up to 3,500 cm <sup>3</sup>	max. 10.0"
Class R 1A		up to 1,600 cm <sup>3</sup>	max. 10.0"
Class R 2A	over 1,600 cm <sup>3</sup>	up to 2,000 cm <sup>3</sup>	max. 10.0"
Class R 3A		up to 3,000 cm <sup>3</sup>	max. 10.0"

4. Measurement of the tire-rim width:  
Complete wheel mounted on the race-ready vehicle, standing on the ground, without driver. The width measurement can be taken at any point on the tire including the rim flange (not the wheel dish), except in the area of the tire contact patch.
5. The rim and the tire must be covered by the mudguard in the area from 20 degrees before to 20 degrees after the "12 o'clock position". See drawing no. 7 in Appendix 2. The spare wheel is optional.
6. An original screw fastening may be replaced by a stud bolt fastening, but the fastening of the wheels must retain the original fastening points and the bolt circle diameter. The stud bolts must not protrude beyond the wheel dish.

## **2.8 Bodywork - interior and exterior - and electrics**

### **2.8.1 Bodywork**

1. In the RCN production car group, the construction of a vehicle on a body shell is permitted if a body can be supplied as a spare part by the manufacturer. The burden of proof lies with the applicant or driver.
2. The overall width of the vehicle must not exceed 2,000 mm (without exterior mirrors).

3. It is permitted to flange the sheet steel mudguard edges or to shorten the plastic edges of the mudguards if they protrude inside the wheel recess, but this must not result in a widening of the mudguards.
4. The sunroof may be removed. The opening must be sealed with the material of the original roof skin.
5. External trim strips may be removed. All parts that follow the outer contour and are less than 25 mm high are regarded as trim strips. Other decorative parts may be removed in the area of the start number fields.
6. A standard underguard is optional.
7. The windshield must be made of laminated glass.
8. It is mandatory to cover the driver's door window with a clear safety film in accordance with DMSB guidelines if it is made of tempered glass (see DMSB handbook, blue section).
9. Corrosion protection agents in the bodywork area may be removed.
10. Removable plastic inner mudguards may be removed.
11. Non-load-bearing body parts, e.g. partition wall / luggage compartment, can be omitted for the installation of safety devices, e.g. for cages with certificate.
12. The two mandatory exterior mirrors must be standard.

### **2.8.2 Trunk and engine compartment**

The carpeting and insulating material in the trunk may be removed. The panels in the trunk are optional. The insulation material must be removed from the hood.

### **2.8.3 Passenger compartment**

1. Optionally one or two FIA homologated racing seats with attachment according to Appendix J, Art. 253.16 is mandatory. The maximum age of the seats may not exceed 10 years.
2. Steering wheel and steering wheel mounting is optional, but the steering wheel must have a closed steering wheel rim. Mechanical processing is prohibited.
3. The steering wheel airbag is optional.
4. Additional instruments are permitted.
5. The ignition lock is optional.
6. All accessories are permitted that have no direct or indirect influence on engine performance, steering, power transmission, braking or road holding.
7. The complete rear bench seat or rear seats may be removed.
8. The standard seat belts, the parcel shelf, the carpeting and the insulating material on the vehicle floor may be removed.
9. The standard center console may be removed.
10. The roof lining (vehicle headlining) is optional.
11. The door and rear side panels may correspond to the series or be made of sheet metal with a thickness of at least 0.5 mm, of carbon fiber with a thickness of at least 1 mm or of another strong and flame-retardant material with a minimum thickness of 3 mm. The coverings must effectively cover all moving parts and the parts required for the door, hinges, lock and window regulator function.
12. All parts of an air conditioning system are optional.
13. The standard radio/navigation equipment may be removed.
14. The standard airbags may be removed.
15. The dashboard, including the glove box, must correspond to the series.

## **2.9 Electrical system**

1. The original wiring harness can be replaced or modified.
2. The vehicle battery may be replaced with a dry battery. An additional attachment is permitted. The installation location may also be changed. A distance of 30 cm from the outer bodywork must be maintained and the battery must be adequately protected. The TC is responsible for assessing whether the mounting is sufficiently secure.

If a lithium battery is used, in accordance with the DMSB guidelines for lithium batteries, the sticker for DMSB approval must be fully legible at all times.

3. A rear fog light is mandatory.
4. The software of all control units installed in the vehicle is optional. Whenever the software is changed, it must be ensured that there is no increase in performance. For lines, conductors etc. it is permitted to make 2 openings in the partition wall between the engine and passenger compartments as well as between the trunk and passenger compartments. Each opening may have a maximum diameter of 50 mm. After the cables are passed through, the rest of the possibly still existing opening must be closed again. Any partition wall behind the rear seat may be cut out locally for the purpose of installing a roll cage or placing the fuel tank.

### 3. Technical regulations for the 'RCN-Special' group

#### 3.1 General provisions

In addition to the Technical Regulations according to Part 2 of this invitation to tender, the following special technical regulations also apply:

**Anything not expressly permitted by these regulations is prohibited. Permitted modifications must not result in any unauthorized modifications or breaches of regulations.**

Handicaps: The organizer is entitled to issue individual handicap regulations for vehicles via a bulletin at any time after approval by the DMSB. This may include, for example, changes to the minimum weight, the boost pressure or the air restrictors.

All vehicles must be equipped with Hankook tires. See Appendix 3 for more details.

The sole responsibility for the approval of individual vehicles lies ultimately with the organizer, in coordination with the DMSB. Especially for vehicle models that are not produced in large numbers, there is a possibility that approval will be refused. It is recommended that vehicle owners who wish to invest in the construction of such a vehicle ask the organizer in advance about approval.

All vehicles must be registered for public road traffic or have a sports license.

#### 3.1.1 Admission requirements for vehicles in the RCN Special group

1. For safety reasons, only closed touring cars and GT vehicles with at least two seats next to each other on the underlying production vehicle are permitted.  
The production period for a series vehicle that is subject to the model series of the vehicle used are still after 01.01.2000. Use is limited to vehicles with a petrol engine, diesel engine or rotary piston engine (Wankel) with 4 wheels not arranged in a line and with a minimum series height of 1,100 mm and a maximum series height of 1,600 mm.
2. The minimum competition height of 1,100 mm of the vehicle used may not be undercut at any time. In addition, the competition height of the vehicle used may not exceed the maximum height of 1,600 mm. The organizer decides on exceptions in consultation with the DMSB.  
The engine capacity or classification capacity must not exceed 6,250 cc.  
The vehicle roof must always have a solid structure. Standard hardtop variants are accepted.
3. All vehicles must have mudguards firmly attached to the bodywork. Mudguards that also steer are therefore not permitted. The base and competition vehicle must also have a fixed bodywork between the front and rear wheels (collision protection)
4. Vehicles with free-standing wheels are not permitted.
5. A production vehicle that serves as a model for the racing vehicle must be eligible for registration on public roads in the EU. In case of doubt, this must be proven by the applicant by submitting an ABE, EBE or other certificates. For example, proof may also be required that the production vehicle in question has or had a valid road license.

Only standard registrations or official license plates or expert opinions regarding road registrations that are also possible for everyone are accepted. For example, registrations as test vehicles according to § 19.6 of the StVZO or red license plates are not accepted.

6. Only vehicles whose production vehicles, which serve as a model for the competition vehicle, were manufactured in a quantity of at least 4 identical vehicles are eligible to start. The burden of proof lies with the participant
7. All manufacturers that are approved and registered in the DMSB vehicle manufacturer list (available on the DMSB website) or at the Federal Motor Transport Authority (KBA) are accepted as vehicle manufacturers. Manufacturers within the meaning of these regulations are only recognized if they produce production vehicles in quantities of more than 200 units and distributed via a corresponding dealer network. Vehicles from other manufacturers are only permitted if the model corresponds to a series vehicle as supplied by a recognized manufacturer. The respective proof must be provided by the applicant/driver.
8. **Series vehicle**  
Series vehicles within the meaning of these regulations are vehicles that meet the above criteria of Art. 1 to incl. 1.8, including vehicle height, number of units, manufacturer, road registration, etc.
9. **GT vehicles**  
GT vehicles are grand touring vehicles that are built in a certain minimum number for the usual clientele and for use on public roads. The vehicles are generally designed for good sporting performance and not necessarily for comfort and economy. The vehicles must have at least 2 full-size seats arranged side by side. 2 + 2 seaters, such as Porsche 911s, are also defined as GT vehicles. Dimension D, in accordance with the FIA homologation regulations for GT vehicles, may be a maximum of 93 cm. This is a standardized dimension between the seat surface of the rear seats and the roof.

### 3.1.2 Minimum vehicle weights and ballast

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

1. The following minimum weights are prescribed for vehicles with naturally aspirated engines (RS classes):

up to 1300 cm <sup>3</sup>	710 kg
over 1300 cm <sup>3</sup> up to 1400 cm <sup>3</sup>	760 kg
over 1400 cm <sup>3</sup> up to 1600 cm <sup>3</sup>	820 kg
over 1600 cm <sup>3</sup> up to 1750 cm <sup>3</sup>	900 kg
over 1750 cm <sup>3</sup> up to 2000 cm <sup>3</sup>	980 kg
over 2000 cm <sup>3</sup> up to 2500 cm <sup>3</sup>	1030 kg
over 2500 cm <sup>3</sup> up to 3000 cm <sup>3</sup>	1100 kg
over 3000 cm <sup>3</sup> up to 3500 cm <sup>3</sup>	1200 kg
over 3500 cm <sup>3</sup> up to 4000 cm <sup>3</sup>	1250 kg
over 4000 cm <sup>3</sup> up to 6250 cm <sup>3</sup>	1300 kg

2. The following minimum weights are prescribed for vehicles with turbocharged gasoline or Wankel engines (RS-A classes):

up to 1620 cm <sup>3</sup>	970 kg
over 1620 cm <sup>3</sup> up to 2000 cm <sup>3</sup>	1020 kg
over 2000 cm <sup>3</sup> up to 2600 cm <sup>3</sup>	1100 kg
over 2600 cm <sup>3</sup> up to 4000 cm <sup>3</sup>	1400 kg

3. The following minimum weights are prescribed for vehicles with supercharged diesel engines (classes RS-DA):

	up to 2000 cm <sup>3</sup>	1000 kg
over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>	1100 kg
over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>	1200 kg

The above weights may not be undercut at any time during the event. The weights apply without occupants.

### 3.1.3 Additional weight / ballast

- If additional weights are required for a vehicle to achieve the prescribed minimum weight in accordance with these regulations and these cannot be placed in or on the vehicle by means of appropriate permitted modifications (e.g. steel doors, steel roof, etc.), the additional weights must be accommodated in the vehicle as follows.
  - Any additional weights required during the event must be located in the passenger side of the vehicle in a metal container with the following minimum dimensions or secured in the trunk:
  - Minimum base area: 1,600 cm<sup>2</sup>, minimum height: 50 mm, minimum wall thickness: 2 mm.
- This container must be attached to the base plate and firmly bolted to it. It must be lockable with a screwable, sturdy lid and allow for sealing. The weights in the container must also be secured. If the lid is used to fasten the weights, it must be suitably stable, lockable with at least four fastening points and allow sealing.
- The container, lid and weights must be fastened in such a way that a load of at least 25 g is possible without damage. At least 4 fastening screws with a minimum size of M 8 mm, quality 10.9 are prescribed. If necessary, the base must be fitted with a reinforcing plate.
- This container is always sealed if additional weights are required. The seal must be present at all times during the event.
- Alternatively, weights in fixed blocks are permitted. They must meet the above requirements with regard to fastening and sealing.

### 3.1.4 Permissible total weight

- If the permissible total weight of the series vehicle used as a basis (see vehicle registration document or certificate) is less than the required minimum weight, the vehicle cannot be admitted to the start.
- This means that no vehicle in race-ready condition, i.e. unladen weight according to the respective table plus fuel plus driver (75 kg according to EU standard), may exceed the weight specified as the standard permissible total weight for the vehicle in question for participation in public road traffic.
- The applicant must provide proof of this himself on the basis of documents from the Federal Motor Transport Authority (KBA), the manufacturer or the German general importer.

### 3.1.5 Cubic capacity classes

Approval is generally granted in the following classes according to cubic capacity and turbocharging:

**RCN - Special RS** (naturally aspirated engines)

Class RS 1		up to 1400 cm <sup>3</sup>
Class RS 2	over 1400 cm <sup>3</sup>	up to 1750 cm <sup>3</sup>
Class RS 3	over 1750 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>
Class RS 4	over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>
Class RS 5	over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>
Class RS 6	over 3000 cm <sup>3</sup>	up to 3500 cm <sup>3</sup>
Class RS 7	over 3500 cm <sup>3</sup>	up to 4000 cm <sup>3</sup>
Class RS 8	over 4000 cm <sup>3</sup>	up to 6250 cm <sup>3</sup>



### **RCN - Special RS-A** (A stands for supercharging)

Class RS 2A		up to 1620 cm <sup>3</sup>
Class RS 3A	over 1620 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>
Class RS 4A	over 2000 cm <sup>3</sup>	up to 2600 cm <sup>3</sup>
Class RS 8A	over 2600 cm <sup>3</sup>	up to 4000 cm <sup>3</sup>

### **RCN - Special RS-DA** (DA stands for Diesel with supercharging)

Class RS 1DA		up to 2000 cm <sup>3</sup>
Class RS 2DA	over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>
Class RS 3DA	over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>

## **3.2 Motor**

1. In the RS6, RS7, RS8 and RS8A classes, the throttle valve as well as the intake and exhaust manifold must correspond to the standard version of the installed engine.  
In the RS2A, RS3A, RS4A and RS8A classes, the turbocharger must also correspond to the standard version. The burden of proof lies with the participant.  
Approval without these specifications is only possible on special application. The parameters for the air restrictor, vehicle weight, boost pressure in the case of supercharging and/or any additional restrictions are specified here.  
Such an application must be submitted informally to RCN-Technik.
2. The standard engine block (crankcase and cylinder) and cylinder head/heads may be replaced by another standard engine block and/or standard cylinder head/heads from the same vehicle manufacturer. The engine block and cylinder head(s) may be machined by material removal, but the originality must be recognizable.  
The engine must be installed in the original engine compartment and the installation direction (longitudinal or transverse) must be retained. The installation position in the original engine compartment is optional up to the original bulkhead.  
The displacement is optional and may be changed, e.g. by changing the original stroke and/or the original bore. The cylinder may be bored out.  
Other engine components, such as connecting rods, pistons, valves, injection systems, auxiliary units, intake system, water cooler, engine mounts, etc. are optional.  
Only oil, air and water mixed with antifreeze are permitted as coolant media.  
Modification of the oil lubrication is permitted. This also includes the installation of oil coolers, additional oil pumps and oil reservoirs.  
Every vehicle whose engine and/or gearbox lubrication system has an open housing vent must be equipped in such a way that the escaping oil cannot run out freely. An oil collector must have a minimum capacity of 2 liters for engines up to 2000 cm<sup>3</sup> displacement and 3 liters for engines over 2000 cm<sup>3</sup>.  
The installation of these components in the passenger compartment is not permitted. If coolant or lubricating oil lines are routed through the passenger compartment, they must be encased in a second liquid-tight line or duct.
3. Supercharging is permitted if the manufacturer has produced it for the underlying series production model, which is the basis for the competition vehicle to be used. For petrol engines, the turbocharger must have been manufactured for the corresponding production model with a petrol engine. Vehicles from the same manufacturer's series are to be regarded as series models. The model year restriction from Art. 2.1.1.1 (2000) must also be observed.
4. The mixture preparation, auxiliary units and water cooler are optional.
5. In the RS-A and RS-DA classes, a displacement factor for supercharged engines does not apply!
6. Only the standard turbocharging systems, e.g. exhaust gas turbochargers or mechanical turbochargers (example: Comprex charger or G-charger) are permitted. This means that a naturally aspirated engine must remain a naturally aspirated engine, an exhaust gas turbocharged engine must remain an exhaust gas turbocharged engine, etc. The addition of a non-system supercharger is therefore not permitted.
7. The installation of a maximum of two charge air coolers is optional.

8. Any type of injection of water or liquids is prohibited, except fuel for normal combustion. External cooling by spraying liquids onto the intercooler is also prohibited.
- 9 For vehicles with turbocharger or mechanical supercharger and effective cubic capacity up to 2800 cc, the boost pressure is limited to 1.5 bar, above that to 1.1 bar. For vehicles with more than one supercharger (turbo, mechanical or combined), the boost pressure is limited to 0.8 bar.
10. For rotary piston engines covered by NSU Wankel patents, an equivalent displacement is to be calculated as follows: Displacement = 1.5 x (maximum chamber volume minus minimum chamber volume). To calculate the cubic capacity, use the circle number Pi with the value 3.1416.
11. Oil and water coolers may be protected from damage by a close-meshed wire mesh.

### **3.2.1 Exhaust system**

1. The outlet(s) of the exhaust must be directed either to the rear or to the side. The outlet of a side-facing exhaust must be located behind the center of the wheelbase. Exhaust pipes must not protrude beyond the bodywork. They may end a maximum of 10 cm below the floor of the vehicle in relation to the outer edge of the body. The exhaust system must be a separate component and be located outside the body or chassis. In addition, the exhaust system is optional. The use of catalytic converters in accordance with Article 15 of the DMSB exhaust regulations (see DMSB handbook, blue section) is mandatory. The exhaust system may be shielded from the bodywork by heat protection mats, but may not be fully attached so that access to the test connection is possible.
2. **Rear end panel / bumper**  
**Openings with a total area of max. 100 cm<sup>2</sup> for a single-flow tailpipe and max. 200 cm<sup>2</sup> for a dual-flow tailpipe** may be present or fitted in the rear end plate and on the **rear bumper** for the purpose of passing through the exhaust outlet. The lower side of the opening must be flush with the lower edge of the cover plate. If there is a standard opening for the exhaust gas feed-through above this area, this opening is also accepted there and does not have to be flush with the lower edge of the cover plate in this case.
3. **Door sill**  
Openings with a total area of max. 100 cm<sup>2</sup> for a single-flow tailpipe and max. 200 cm<sup>2</sup> for a dual-flow tailpipe may be present or fitted in the door sills for the purpose of passing through the exhaust outlet.

### **3.3 Power transmission**

1. Four-wheel drive is only permitted if it is or was present on the original vehicle model.
2. The clutch, the final drive and all power-transmitting parts are optional.
3. The gearbox, including the position and operation of the gearshift, is optional (e.g. sequential gearbox). However, the gearbox must remain in its original installation position belonging to the vehicle model, e.g. in front of or behind the engine, on the drive axle, etc. The number of forward gears is limited to seven. One reverse gear is mandatory. Automatic or semi-automatic transmissions, e.g. paddle shifters, are optional.
4. Conversion to rear-wheel drive is not permitted on vehicles with front-wheel drive and vice versa. The original drive must be retained.
5. The addition of any type of intermediate transmission is permitted. In the case of vehicles with all-wheel drive, one drive axle may be decommissioned. The differential is optional.

6. Oil coolers and the necessary lines and pumps are optional for the transmission and differential. The oil coolers and pumps must not be installed in the passenger compartment. If oil lines are routed through the passenger compartment, they must be encased in a second liquid-tight line or duct.
7. If an oil cooler is fitted in the trunk, air inlet and outlet ducts with a maximum diameter of 15 cm or a maximum cross-section of 180 cm<sup>2</sup> may be fitted. For this purpose, an opening of max. 400 cm<sup>2</sup> may be created on both rear side panels/fenders and on the rear or floor assembly. There must be a partition or box between the oil cooler and the passenger compartment.

### **3.4 Brakes**

#### **1. Brake system**

A dual-circuit brake system acting simultaneously on the front and rear wheels, actuated by the same pedal, is mandatory. Refill containers for brake fluid must not be located in the passenger compartment, unless it corresponds to the underlying series model. An ABS control unit may be located in the passenger compartment. The brake system is otherwise optional. A parking brake is recommended. Carbon fiber parts are not permitted (exception: brake pads).

#### **2. Brake cooling**

Front and rear brakes: The mudguards are optional.

A maximum of 2 air ducts may be routed to each brake. The total internal cross-section of one or both air ducts must not exceed 226 cm<sup>2</sup>. This corresponds, for example, to a cross-section of 12 cm diameter for 2 identical ducts or 17 cm for one duct. These air ducts must not protrude beyond the outline of the vehicle when viewed from above.

#### **3. Fly-off handbrake**

A fly-off handbrake may be installed.

### **3.5 Steering**

1. The steering system must not act on the rear axle. In addition, the steering system is optional. However, the power steering system must not be located in the passenger compartment (exception: **standard**). It is permitted to install steering angle limiters.
2. The steering wheel is basically optional. Subsequent opening or removal of parts on steering wheels with an originally closed steering wheel rim is not permitted. Adapters may be fitted between the steering wheel and steering column. These adapters may be connected or welded to the steering wheel and steering column by means of a detachable attachment.
3. The anti-theft device of the steering wheel lock must be deactivated. The vertical installation angle of the steering column may be changed in the dashboard area by attaching adapters. The steering wheel may be fitted either on the left or right, provided that this only involves reversing the operation of the steered wheels, as supplied by the manufacturer without any further modifications.

### **3.6 Wheel suspension**

1. The parts of the wheel suspension are optional. In the case of an oil-pneumatic wheel suspension, lines and valves connected to balls (pneumatic part) are optional.
2. All parts of the wheel suspension must be made of metallic material and may only be painted (e.g. not chrome-plated). Reinforcement of the body-side attachment points of wheel suspension parts by adding material is permitted. The installation of screw bushings with a maximum diameter of 10.5 mm per screw is permitted.
3. Stabilizer: The driver is not permitted to adjust the stabilizers while driving.

- The attachment points of the wheel suspension parts on the body or chassis may be modified. The geometric data, e.g. track width, camber and wheelbase, are optional.

### **3.7 Wheels (wheel disc + rim) and tires**

#### **3.7.1 Wheels and tires**

- Only HANKOOK brand tires may be used in the RCN-Special group.
- The complete wheels (complete wheel = wheel dish + rim + tire) are optional, provided they can be accommodated in the bodywork.
  - In the case of straight running, the wheel/tyre combination used (tire plus rim flange, not wheel dish) must be completely covered by the mudguard in the area at least 20° before and after the 12 o'clock position (area between A and B) when viewed vertically from above (see drawing). The measurement from above can be carried out using a plumb bob or another suitable measuring device. In case of doubt, the tire pressure on the wheels of the axle to be measured is set to 2.0 bar ±0.5 bar and the measurement is repeated. Drawing No. 7 in Part 3, Appendix 2 applies.

#### **3.7.2 Wheel mounting**

The wheel mounting system is optional.

#### **3.7.3 Width of the tire/rim combination**

Under no circumstances may the width of the wheel/tyre combination in relation to the cubic capacity of the vehicle exceed the following dimensions.

- The following maximum tire widths are prescribed for vehicles with naturally aspirated engines (RS class):

	up to 1400 cm <sup>3</sup>	8,5"
over 1400 cm <sup>3</sup>	up to 1750 cm <sup>3</sup>	9,0"
over 1750 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>	10,0"
over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>	10,5"
over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>	11,0"
over 3000 cm <sup>3</sup>	up to 6250 cm <sup>3</sup>	14,0"

- The following maximum tire widths are prescribed for vehicles with turbocharged petrol or Wankel engines (RS-A class):

	up to 1620 cm <sup>3</sup>	10,5"
over 1620 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>	11,0"
over 2000 cm <sup>3</sup>	up to 2600 cm <sup>3</sup>	12,0"
over 2600 cm <sup>3</sup>	up to 4000 cm <sup>3</sup>	14,0"

- The following maximum tire widths are prescribed for vehicles with turbocharged diesel engines (RS-DA class):

	up to 2000 cm <sup>3</sup>	10,5"
over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>	11,0"
over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>	12,0"

#### **3.7.4 Width measurement**

The width measurement can be taken at any point on the tire including the rim flange (not the wheel dish), except in the area of the tire contact patch.

#### **3.7.5 Spare wheel**

A spare wheel and its mounting parts may be removed.

### **3.8 Body and dimensions**

#### **3.8.1 General information**

- The overall width of the bodywork must not exceed 2000 mm (without mirrors).
- For vehicles with a front engine, the intake air and/or cooling air for the engine may only be supplied via the standard body openings and/or the openings permitted in the "Doors, hood and trunk lid" section.

3. Openings are also permitted in the front of the vehicle below the center of the wheel hub. These openings must not fundamentally alter the front of the vehicle. If necessary, the shape must be restored by attaching a wire mesh. Retrofitted air scoops, regardless of the body part, are generally not permitted.
4. For vehicles with a rear engine, see the "Mudguards" section.
5. Trims and bumpers may be removed as long as they are not integrated into the bodywork

### **3.8.2 Exterior bodywork (incl. windows)**

1. Unless otherwise specified on the production vehicle used as a basis, the underbody paneling may consist of a maximum of 5 parts and must form a flat surface between the axle centers (tolerance  $\pm 5$  mm). The parts forming the flat underbody must be firmly attached to the bodywork and must not be able to move in relation to the bodywork. No components may be located below this flat surface, with the exception of wheels, tires and wheel guide elements
2. Except in the RS7, RS8 and RS8A classes, a diffuser may protrude a maximum of 100 mm beyond the edge of the bodywork to the rear. In the above classes, the diffuser must be fitted with the rearmost part of the body. The rearmost point of the standard bumper, if this is not available, is used as the measuring point. The height of the diffuser and therefore the range of possible modifications to the rear end panel and the rear bumper is limited to the dimension below the center of the wheel hubs of the rear wheels parallel to the floor line. Measurements are taken here with competition tires at 2.0 bar  $\pm 0.2$  bar tire pressure on the reference surface of the event. The clear width of the diffuser is limited to the inner distance of the rear wheels. The use of fins is optional, but these must run or be attached parallel to the vehicle's centerline.
3. The vehicle floor can be modified subject to the following conditions.
  - a. The height of the door sills (upper edge) must not be exceeded (exception: installation of the fuel tank in the trunk).
  - b. The material specified for the modified floor is metal or carbon fiber composite with a minimum thickness of 1.0 mm.
  - c. The floor must be sufficiently stable to support an adult person weighing at least 75 kg. Furthermore, the drive tunnel may also be adapted locally for other parts of the drive train.
4. To install an FIA homologated fuel tank, it is also permitted to cut the floor to the necessary dimensions. The cut-out area of the vehicle floor may be max. 2 cm larger on all sides than the area of the installed fuel tank projected from above.

Example:

Tank surface 40 cm x 40 cm. The base plate may be cut out to a maximum of 44 cm x 44 cm.

An additional protective device must be fitted for this fuel tank that is at least 100 mm above the ground. The tunnel may be modified to create space for the drive train. For catalytic converters or particulate filters, local modifications may be made to the floor assembly which are absolutely necessary for installation.

5. Two openings may be made in the partition wall between the engine compartment and passenger compartment as well as between the luggage compartment and passenger compartment for the purpose of routing cables. Each opening may have a maximum diameter of 50 mm. After the cables have been fed through, the rest of the opening, if there is one, must be closed again. The partition wall behind the rear seat, if present, may be cut out locally for the purpose of installing a roll cage or positioning the fuel tank accordingly.

### **3.8.3 Doors, hood and trunk lid**

1. The material of the doors, hood and trunk lid is optional. The original outer shape of the doors and hood must be retained. The locks on the doors must be retained. The outer contour must therefore also be retained. The hood and side panels/fenders must therefore be separate components, as in series production.
2. The type of fastening devices for the hood and trunk lid are optional.
3. At least 4 hood holders are prescribed for each hood (engine or trunk lid). The standard locking mechanisms must be rendered ineffective or removed.
4. Air inlets or air outlets with a total area of max. 3000 cm<sup>2</sup> may be fitted in the bonnet/hood. These devices may protrude a maximum of 20 mm above the surface of the original hood. Mechanical parts must not be visible from above, from the front, from the side or from the rear. If air inlets or air outlets nevertheless reveal mechanical parts
5. These openings must be closed with a grille with a maximum mesh size of 10 mm x 10 mm. Otherwise, the original outer shape of the bonnet/hood must be retained. It must always be possible to replace modified doors and hoods individually with the standard parts. If the standard vehicle is equipped with a hood or trunk lid that extends so far down the side that it also acts as a mudguard, e.g. AUDI R8, the hood may be cut out by a maximum of 100 mm from the standard wheel cut-out to allow widening to accommodate the wheel/tyre unit.

### **3.8.4 Mudguards**

1. The material and shape of the side panels/ mudguards are optional. However, the shape of the wheel cut-outs - not their dimensions - must be retained. This means that the outer contour must also be retained. Mudguards and other body parts must therefore be separate components, as in series production. Adaptation of the door sills between the fenders is permitted. The outer edge of the sill must not exceed a line projected from above between the front and rear fenders and must not form an aerodynamic aid.
2. The mudguards must cover the wheels as in Art. 2.7.1.2 and in this case cover the entire tire width. Drawing No. 7 in Part 3, Appendix 2 applies
3. The mudguards can be fitted with cooling openings. The openings must be designed so that the tires are not visible when viewed from above. Covering the openings with metal grilles is optional.
4. The dimensions of the mudguards are defined in accordance with Art. 251.2.5.7 Annex J. The inside of the mudguards (not the wheel arch) is optional; mechanical components may be fitted there. Sharp-edged body parts in the wheel arch area that could damage the tires or other rotating parts may be flanged. The noise-absorbing plastics may be completely or partially removed from the inside of the wheel arches. Plastic parts in the wheel arches may be completely or partially replaced by other parts of the same shape. Standard wheel arch openings may be completely or partially closed, whereby the original wheel arch contour or basic shape must be retained.
5. On vehicles with a rear engine, an opening of max. 180 cm<sup>2</sup> each may be fitted to both rear side panels/fenders for the purpose of cooling air or intake air. This opening may also be fitted as an air scoop. The air duct may be routed through the inner fender.

### **3.8.5 Wheel arch / inner mudguard**

1. The outer part of the wheel arch/inner mudguard may be modified locally to the extent necessary to accommodate the permissible wheel/tyre combination for the purpose of making adjustments to widen the mudguard.
2. In addition, wheel arches/inner mudguards supplied by the vehicle manufacturers or their sports departments are permitted if at least four bodies were built in this way ex works. StVZO approval does not play a role here. In case of doubt, the participant is obliged to provide proof.
3. The installation of an opening in the wheel arches with a maximum diameter of 100 mm each for the stabilizer bar feed-through is permitted.
4. Unused brackets and covers or covers that are not included in the stiffness calculation of the bodywork may be removed from the complete bodywork (exterior and interior).
5. Only brackets that are exclusively screwed on may be completely removed.

### **3.8.6 Cross strut / longitudinal strut reinforcement**

Cross struts between the same axle pivot points on the right and left may be fitted at the top and bottom, front and rear in accordance with drawing 1 (Part 3, Appendix 2), but they must be removable and bolted to the attachment points of the wheel suspension or their vicinity, whereby three additional holes may be drilled at the top on each side. For front-engined vehicles, one removable longitudinal brace per side is permitted, which serves to support/reinforce the chassis in the area of the front engine mounts and wheel suspension. Three holes can be drilled per side for attachment. When viewed from the side, the front end of the longitudinal reinforcement must not be outside the contour of the front wheel.

### **3.8.7 Glass surfaces and glass properties**

1. The transparent original surfaces of the side windows and rear window (see rear wing attachment 2.9c) must be retained. Sliding windows are permitted.
2. The fastening of the windows and the operating mechanism of the side windows are optional. Ventilation systems may be installed in the front and rear side windows to improve ventilation. Openings with a maximum total area of 300 cm<sup>2</sup> may be cut out in the rear window to improve passenger compartment ventilation.
3. Safety glass is mandatory. For the purposes of these regulations, safety glass is defined as hard and mineral glass with national test marks and numbers (wavy line followed by a D and a number or ECE test mark (e.g. 43 RE1...number) as well as glass-like, appropriately marked hard plastic panes.  
Plastic windows marked with the vehicle manufacturer's original order number are also permitted. It must always be transparent. The material of non-standard side and rear windows must have a thickness of at least 3 mm.
4. The windshield must be made of laminated glass. Alternatively, a windshield made of polycarbonate with a thickness of at least 5 mm is permitted. If a windshield made of polycarbonate is used, it must always be in perfect condition at the time of the competition. A demonstration at the technical inspection is mandatory.
5. The outside of the windshield may be covered with a so-called stone chip protection film, which may not be removed.

### **3.8.8 Ground clearance**

Apart from the rim and/or tires, no part of the vehicle may touch the ground if the tires on one side of the vehicle are without atmospheric air pressure. To check this requirement, the tire valve inserts on one side are removed. The ground clearance is checked without occupants

When the vehicle is ready to drive, the ground clearance under the fuel tank (incl. collection tank) must be at least 100 mm. This test must be carried out on as flat a surface as possible, which will be determined by the technical commissioner. The participant is free to remove the tires from the rims before checking the ground clearance.

### **3.8.9 Exemption regulation tank protection**

1. The above regulation on ground clearance of 100 mm may be undercut if the fuel tank is in the standard position and the following is taken into account.
2. If the installation location of the fuel tank is below the vehicle floor, it must be housed in a tightly sealed, fireproof housing that does not lead to an aerodynamic advantage and must not have any other mechanical function.
3. This housing must have a compressible/expandable structure on all outer surfaces and be secured by at least two metal brackets, each measuring 30 mm x 3 mm, which are fastened to the base plate with screws and nuts. Screws with a diameter of at least 10 mm must be used to secure these brackets. Washers of at least 3 mm thickness and 20 cm<sup>2</sup> surface area must be provided between the individual bolts and the body panel. This expandable structure must be a honeycomb sandwich construction with a fireproof core that has a minimum crush resistance of 18 N/cm<sup>2</sup>. The use of aramid fiber is permitted. The sandwich construction must contain two skins with a thickness of 1.5 mm and a tensile strength of at least 225 N/mm<sup>2</sup>. The minimum thickness of the sandwich construction is 1 cm. The openings resulting from the removal of the original tank may be closed by attaching a shield of the same size.

### **3.8.10 Passenger compartment / cockpit seats**

1. The front passenger seat and the rear seats (including backrest) may be removed. The driver's seat must be positioned in its entirety to the left or right of the vehicle's longitudinal axis.
2. In a 2-volume vehicle, it is permitted to remove the rear storage area (parcel shelf)

### **3.8.11 Dashboard**

The dashboard is optional, but must not have any sharp edges.

### **3.8.12 Pedal boxes**

Homologated or commercially available pedal boxes may be installed. Necessary body-side adaptation measures for mounting the brake fluid reservoir and / or the pedal box are permitted.

### **3.8.13 Door and side panels**

1. It is permitted to remove the sound insulation material from the doors. There must be one door panel on each door. The trim may correspond to the series or consist of sheet metal with a thickness of at least 0.5 mm, carbon fiber with a thickness of at least 1 mm or another material with a minimum thickness of 2 mm. In the case of a two-door vehicle, the same provisions as above apply to the trim below the rear side windows.
2. It is permitted to remove the lower trim parts of the door to allow the installation of a side protection with composite side pad (side protection integrated into the side strut). The minimum design of this side protection must comply with drawing 2 (Part 3, Appendix 2). The minimum height must extend from the door sill to the maximum height of the door strut. Electric window regulators may be replaced by manual ones.



### **3.8.14 Floor mats**

The floor mats are optional.

### **3.8.15 Other insulation material**

Other insulating material may be used, but must be removed from the hood.

### **3.8.16 Heating system**

1. The original heating system may be replaced by another one. The water supply of the internal heating system may be removed and / or closed to prevent water spraying in the event of an accident if an electrical or similar anti-fogging system is fitted.
2. The heating system may be completely or partially removed if an electrically heated windshield or an electric fan is installed. The air ducting parts are optional. The electrically heated windshield must be made of laminated glass with a type approval mark and correspond to the standard external shape.

### **3.8.17 Air conditioning**

An air conditioning system designed for motor vehicles to cool the passenger compartment is optional.

### **3.8.18 Air ducts**

Air lines may only run through the passenger compartment if they are used to ventilate the passenger compartment, to cool components installed in the passenger compartment, to pneumatically control a paddleshift system or to operate the quick-lift system.

### **3.8.19 Passenger compartment ventilation**

1. The retrofitting of passenger compartment ventilation via the roof is permitted subject to the following conditions: Installation must take place in the first third of the roof. The roof cut-out may be a maximum of 250 mm x 250 mm. The following maximum external dimensions must be observed: Width: max. 300 mm, length: max. 400 mm, height: max. 50 mm.
2. The ventilation device must not protrude above the roof when viewed from above.
3. If the above dimensions are observed, the air opening may also be designed as a NACA inlet. The sheet metal cut-out in the roof must be reinforced by a sheet metal frame. The installation may only be used for the purpose of passenger compartment ventilation.

### **3.8.20 Additional accessories**

All accessories that have no influence whatsoever on the handling of the car are permitted without restrictions, e.g. accessories that are intended to improve the appearance and comfort of the car.

These accessories must under no circumstances have any influence, even indirect, on engine performance, steering, transmission, braking or road holding. The function of all controls must remain as intended by the manufacturer. It is permitted to adapt them to make them more useful or easier to reach, e.g. lengthening the handbrake lever, additional padding on the brake pedal, etc.

### **3.8.21 The following is also permitted**

Measuring instruments such as speedometers etc. may be installed or replaced and possibly fulfill other functions. The speedometer may be removed.

1. The horn can be replaced, supplemented with an additional one or even removed.
2. The electrical switches can be replaced, either in terms of their purpose, their location or, in the case of additional accessories, their number.

3. Additional storage space in the glove box and the attachment of additional pockets in the doors are permitted, provided they are attached to the original trim.
4. The partition walls can be reinforced with additional insulating panels to protect the occupants against the risk of fire.
5. The windshield washer system is optional. However, there must be at least 1 windshield wiper on the windshield.
6. Quick-lift are permitted, as are the necessary body adaptations and lines.
7. Unused brackets may be removed, e.g. seat brackets, etc.
8. The steering wheel lock and the ignition lock are optional.

### **3.9 Aerodynamic aids**

#### **3.9.1 General information**

1. Aerodynamic aids within the meaning of these regulations are devices that direct the airflow on the vehicle in such a way as to improve traction.
2. Permitted aerodynamic aids within the meaning of these regulations are exclusively: front spoiler, rear spoiler, side spoiler (flaps), diffuser and underbody cladding.
3. Front spoilers, rear wings, flaps and diffusers are exempt, with the exception of the RS7, RS8 and RS8A classes, subject to the following conditions:

#### **3.9.2 Front spoiler**

1. For the purposes of these regulations, front spoilers are aerodynamic aids that are positioned below the center of the wheel hubs of the front wheels.
2. Standard front spoilers may be removed or replaced. The use of more than two spoilers is not permitted.
3. The width of the front spoiler is limited to the dimension between the outer points of the front fenders.
4. Front spoilers may not project forward more than 20 cm of the surface projected from above (not for RS7, RS8 and RS8A) beyond the outer edge of the bodywork.
5. The following applies to classes RS7, RS8 and RS8A:  
Front spoilers may not project forward more than 10 cm of the surface projected from above beyond the outer edge of the bodywork.

#### **3.9.3 Rear wing**

1. For the purposes of these regulations, rear wings are aerodynamic aids that are positioned above the rear bumper and are completely surrounded by air. The rear wing may be a device added to the original outer bodywork, but may not fundamentally change the original outer shape of the bodywork.
2. Except in the RS7, RS8 and RS8A classes, the rear wing may protrude a maximum of 40 cm to the rear beyond the rearmost point of the bodywork.
3. In the RS7, RS8 and RS8A classes, the rear wing must not protrude beyond the rearmost point of the bodywork. The rearmost point of the bodywork is used as the measuring point.
4. The shape of the rear wing does not have to follow the shape of the bodywork. It may therefore be straight. Fixed and extendable wings and spoilers are permitted, provided they are standard. If an additional rear wing is fitted, the standard adjustment device must be deactivated

5. Standard spoilers, whose position cannot be changed, may also be used in parallel with an additional rear wing.
6. The rear wing can be fitted with end plates. Modification of the end plates as wing supports is permitted.
7. The design of the entire additional wing construction must under no circumstances represent a safety risk. The technical scrutineers are responsible for assessing this safety. For all vehicles, the dimensions of the rear wing, including end plates/wing supports, are set to the maximum width of the vehicle bodywork, excluding mirrors. The additional wing construction may have a maximum of two wing profiles, but these must be located completely between the end plates/wing supports. The rear wing may have a replaceable tear-off edge (Gurney flaps). The wing profiles may not be adjustable while driving. The height of the rear wing structure must not exceed the highest point of the roof skin (without antenna etc.). Appropriate fastenings, reinforcements and openings (limited to the bare minimum) may be created on the bodywork and/or the tailgate to attach a rear wing structure. Furthermore, the outer area of the standard rear window may be used to attach the rear wing structure.  
Under no circumstances may the area take up more than 20% of the original rear window area.

#### **3.9.4 Explanation of the rear wing**

1. "The rear wing may have a maximum of two wing profiles, which must be located completely between the two end plates" is to be understood as meaning that a maximum of one rear spoiler may be present. The maximum two permissible wing profiles and the trailing edge must be located completely between the two end plates. The number of end plates is therefore limited to two.
2. The sash profiles and the tear-off edge must also be located completely between the two prescribed end plates when viewed from the side.
3. Appropriate attachments and reinforcements as well as openings (limited to what is absolutely necessary) may be created on the body and/or the tailgate to attach a rear wing. Furthermore, the outer area of the standard rear window may be used to attach the rear wing. A sufficient view to the rear must continue to be guaranteed. Under no circumstances may the area take up more than 20% of the original rear window area. These attachments and reinforcements may only be used to attach the rear wing. Sufficient visibility to the rear must continue to be guaranteed.

#### **3.9.5 Flaps**

1. For the purposes of these regulations, flaps are aerodynamic aids that are attached to the side of the vehicle as spoilers.
2. Flaps may not exceed the bodywork in an area projected from above, including spoiler.
3. No part of a flap may be mounted higher than the highest point of the wheel cut-out. The following is specified for the height limit on the side of the vehicle: For flaps fitted in front of the rear edge of the front doors, the reference dimension is the highest point of the front wheel section. For flaps fitted behind the rear edge of the front doors, the reference dimension is the highest point of the rear wheel section.

#### **3.10 Electrical equipment**

The rated voltage of the electrical system and the ignition system must be maintained. It is permitted to add relays or fuses to the circuit and to use longer or additional cables. The electrical cables and their sheaths are free.

### **3.10.1 Battery**

1. The brand, number and capacity of the batteries are optional. In the event that the battery is moved from its original location, it can be fixed as shown in drawing no. 3 (Part 3, Appendix 2) or similarly. The attachment to the bodywork shall consist of a metal seat and two metal brackets with insulating coating, the whole to be fixed to the floor by means of bolts and nuts. Screws with a diameter of at least 8 mm must be used to fasten these brackets. Washers with a thickness of at least 3 mm and a surface area of 20 cm<sup>2</sup> must be provided between the individual screws and the body panel. The fastening of such a battery must be able to withstand an acceleration of 25g.
2. If a wet-cell battery is used and it is not in the original installation position, the battery must be covered with a leak-proof plastic cover with its own fastening. Its location is free; it is also permitted to place the battery in the passenger compartment. In this case, the protective cover must have a ventilation opening with an outlet to the outside of the passenger compartment. (see Part 3, Appendix 2, Drawing No. 3) Ventilation does not apply to dry batteries.
3. If a lithium battery is used, in accordance with the DMSB guidelines for lithium batteries, the sticker for DMSB approval must be fully legible at all times.

### **3.10.2 Fuses**

The fuses in the circuit and the fuse carrier are optional.

### **3.10.3 Lighting equipment**

1. All lighting equipment and lights must comply with the statutory regulations or the international agreement for road traffic, i.e. an E marking is mandatory. The actuation system and the type of actuation for retractable headlights may be modified. Additional headlights are permitted if the total number of 6 (including the standard headlights) is not exceeded (parking and marker lights not included) and the number is even. They may be recessed into the front of the bodywork or into the radiator grille, but the openings created for this purpose must be completely filled by the headlights. Otherwise, the lighting equipment must correspond to the series.
2. A maximum of 6 headlights are permitted.
3. Glass diffuser/shutter panes must be covered with clear transparent film or replaced with transparent plastic panes.
4. Driving with permanently flashing headlights is prohibited.

## **3.11 Fuel circuit**

### **3.11.1 Fuel**

1. Only unleaded petrol in accordance with Art. 252.9.1 and diesel fuel in accordance with Art. 252.9.2 (Annex J to the ISG) may be used, as well as biodiesel.
2. If refueling with alternative fuels cannot be carried out via the race track operator's own refueling facility, the refueling facilities must be approved by the organizer, Nürburgring 1927 GmbH & Co. KG and the DMSB and the locations must be specified.
3. The participant or the fuel supplier is responsible for obtaining the necessary permits and any TÜV approvals and must provide proof of these to the organizer and the race track operator at the event.
4. The organizer will not assume any costs arising from this.

### 3.11.2 Fuel tank

Capacity: The capacity of the fuel tanks must not exceed the following limits, depending on the engine capacity.

1. The following maximum filling quantities are permitted for vehicles with naturally aspirated engines (class RS):

	up to 1400 cm <sup>3</sup>	80 liters
over 1400 cm <sup>3</sup>	up to 1750 cm <sup>3</sup>	90 liters
over 1750 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>	100 liters
over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>	110 liters
over 2500 cm <sup>3</sup>	up to 6250 cm <sup>3</sup>	120 liters

2. The following maximum filling quantities are permitted for vehicles with turbocharged gasoline or Wankel engines (class RS-A):

	up to 1620 cm <sup>3</sup>	80 liters
over 1620 cm <sup>3</sup>	up to 2000 cm <sup>3</sup>	100 liters
over 2000 cm <sup>3</sup>	up to 2600 cm <sup>3</sup>	110 liters
over 2600 cm <sup>3</sup>	up to 4000 cm <sup>3</sup>	120 liters

3. For vehicles with turbocharged diesel engines (class RS-DA): the following maximum filling quantities are permitted:

	up to 2000 cm <sup>3</sup>	80 liters
over 2000 cm <sup>3</sup>	up to 2500 cm <sup>3</sup>	90 liters
over 2500 cm <sup>3</sup>	up to 3000 cm <sup>3</sup>	100 liters

### 3.11.3 Fuel tank specification

1. The fuel tank may be replaced by a safety tank homologated by the FIA. (FIA standard FT3/FT3-1999 or FT5). In this case, the number of fuel tanks is optional and they must be located inside the trunk or in the original installation location (exception: see Art. 2.11.4). Fuel filters and fuel pumps may be located in the trunk and in the passenger compartment. They must be sealed off by a liquid-tight partition or box made of CFRP, GFRP or metal.
2. The filler pipe itself or the transition from the body to the filler pipe and the filler pipe connection to the tank must be flexible. This does not apply if there is a short filler neck inside the luggage compartment. Only one filler pipe is permitted
3. If the standard fuel tank is retained on diesel vehicles, its installation location must not be changed. Any modifications to the tank and its fuel line connections are prohibited.

### 3.11.4 Fuel tank position

1. The location of the original fuel tank may only be changed in vehicles where it is originally located in the passenger compartment or near the occupants. In this case, it is permitted to install a liquid-tight partition between the occupants and the fuel tank or to move the fuel tank into the luggage compartment.  
and, if necessary, change the connection devices (filler opening, fuel pump, fuel lines).
2. If non-standard fuel tanks are used or if the standard position of the standard fuel tank is changed, a minimum distance of 30 cm from the tank to the outer bodywork must be maintained in all horizontal directions.  
Note: Any existing bumper is part of the bodywork.
3. It is permitted to install a cooler with a maximum capacity of 1 liter in the fuel circuit.

4. The fuel tank may be accommodated inside the passenger compartment subject to the following regulations:
  1. Installation position behind the front edge of the standard rear seat bench or heel plate (see Part 3, Appendix 2, drawing no. 5).
  2. Only FIA standard FT3/FT3-1999 or FT5 safety tanks are permitted.
  3. Attach to the bodywork with metal straps at least 40 mm wide and 2 mm thick, twice lengthwise and once crosswise to the longitudinal axis of the vehicle. The straps must be routed around the box.  
As an alternative to the straps, it is possible to attach the box to the base using at least 10 M8 screws or 16 M6 screws.
  4. Liquid-tight partition wall or box made of CFK, GFK or aluminum is mandatory.
  5. The tank must also be protected by a shock-absorbing layer at least 10 mm thick. The foam must have a minimum density of 35 kg/m<sup>3</sup> (see Part 3, Appendix 2, drawing no. 6).
  6. The fuel tank may only be filled from the outside.
  7. All fuel lines must comply with the currently valid regulations in accordance with Article 253.3.2.
  8. Inside the passenger compartment, the fuel lines must be continuous (not split).
  9. The filler neck may be located at a suitable point on the bodywork with the exception of the roof. The filler pipe must be flexible (e.g. rubber) and double-walled.
  10. The manufacturer's name and date of manufacture must be visible. Alternatively, the sticker provided by the tank manufacturer and belonging to the tank must be visibly attached.
  11. A non-return valve must be installed in the filling pipe.
  12. The tank ventilation line must be fitted with a non-return valve.
  13. There must be two diagonal struts (cross struts) or equivalent struts in the main hoop of the rollover device.
  14. Fuel pumps must be separated from the passenger compartment by a partition (box).

#### **3.11.5 Collecting fuel tank**

1. The design of collective fuel tanks with a maximum capacity of one liter is optional. Fuel tanks (including series fuel tanks) and FT fuel tanks may also be combined with each other, provided that their total volume does not exceed the capacity specified above (Art. 2.11.2).
2. The regulations in Art. 2.11.2 Fuel tank position, e.g. 15 mm foam or cross struts in the roll cage, only apply if the fuel tank (tank incl. filler pipe) is fully or partially located in the passenger compartment or theoretical passenger compartment (for two-volume vehicles). Otherwise, the fuel tank must be located in the luggage compartment or in the standard position.

#### **3.11.6 Tank filler neck**

1. The rear side windows may only be replaced with windows made of fuel-resistant material with a thickness of at least 5 mm and with a test mark or with sheet metal for the purpose of fitting the tank filler necks. The filling position (tank filler neck) for the fuel must not be located in the roof. It is also possible to fill the tank through the trunk.
2. If the filler neck is fitted inside the trunk lid or tailgate, the filler neck must not be rigidly connected to the lid or tailgate. If the filler neck is fitted inside a tailgate, its position must be below the top edge of the rear window.

### **3.11.7 Alternative fuel tank installation for GT vehicles**

An additional safety tank may also be installed in the passenger compartment area in GT vehicles, whereby the following must be observed:

1. The capacity is limited to half the volume as defined in Article 2.11.2 in relation to the respective cubic capacity/weight.
2. The tank including filler pipe must be sealed off by a liquid-tight partition. This tank box (partition wall) may have a maximum length of 600 mm, measured from the lowest point of the heel plate in the longitudinal direction of the vehicle. The side wall of the box must be at least 200 mm from the outer edge of the door sill.
3. The tank box must be made of metal or a honeycomb sandwich construction. A sandwich construction must have a thickness of at least 10 mm and a fireproof core with a crush resistance of at least 18 N/cm<sup>2</sup>, aramid fiber is permitted. The sandwich construction must have two skins with a thickness of at least 1.5 mm each and a tensile strength of at least 225 N/mm<sup>(2)</sup>. If a metal tank box is used, shock-absorbing foam with a thickness of at least 15 mm and a density of at least 35 kg/m<sup>3</sup> must be fitted between the attached box and the fuel tank (see Part 3, Appendix 2, Drawing No. 6).
4. If a fuel tank is installed in the passenger area, the roll cage must be fitted with at least two side protection struts in this area.

### **3.12. Lubrication system**

1. the lubrication system is optional.
2. an engine without oil vapor recirculation must have an oil collection tank with a volume of at least 2 liters.

### **3.13 Data transmission**

1. A timing noise transponder is mandatory for all participating vehicles.
2. The transponders provided by the timekeeping department or your own registered transponders must be installed and functional throughout the entire event.
3. The correct functioning of the transponder is part of the technical scrutineering and is the responsibility of the drivers or teams.
4. Drivers and teams are instructed to check that the transponder is working by checking the flashing signal before setting off.
5. Further details are regulated in the announcement of the respective organizer.

### **3.14 Miscellaneous**

not applicable

## **4. Technical regulations of group 'F'**

### **4.1 Valid regulations**

The current DMSB regulations for Group F apply (current DMSB Automobile Sport Manual, brown section)

### **4.2 Deviations from the Group F regulations**

The following deviations apply:

- In group F, only tires of the brand  **HANKOOK** may be used.

## **5. Technical regulations of group 'H'**

### **5.1 Valid regulations**

The current DMSB regulations for Group H apply (current DMSB Automobile Sport Manual, brown section)

## **5.2 Deviations from the Group H regulations**

The following deviations apply:

- From 01.01.2025, only vehicles built after 31.12.1965 and at least ten (10) years ago are permitted in **Group H**.
- In Group H, only tires of the brand  **HANKOOK** may be used.

## **6. Technical regulations of the group 'CUP classes'**

### **6.1 Valid regulations**

Only the current technical part of the DMSB regulations for the respective vehicle types applies:

Class Cup 1: OPEL Astra OPC CUP,  
according to Technical Regulations Opel Astra OPC Cup 2016  
incl. Bulletins 2/2016 and 4/2016).

Class Cup 2: BMW M240i Racing Cup  
according to DMSB-approved regulations 2020.

Class Cup 3: Porsche Endurance Trophy Nürburgring  
according to DMSB-approved regulations 2025.

Class Cup 4: BMW M2 CS Racing Cup  
according to DMSB-approved regulations 2021.

### **6.2 Deviations from the Group CUP Class Regulations**

BMW M240i Racing Cup  
BMW M2 CS Racing Cup  
Supplement regarding tires Part 2, Art. 2.7 of the technical regulations:

The tire dimension is optional for RCN events.  
The number of tires is not limited and the tires must be  
not be labeled.  
Hankook brand tires are mandatory.

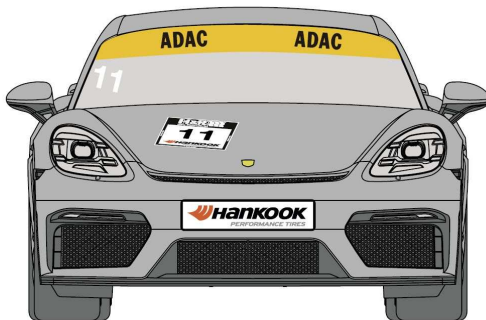
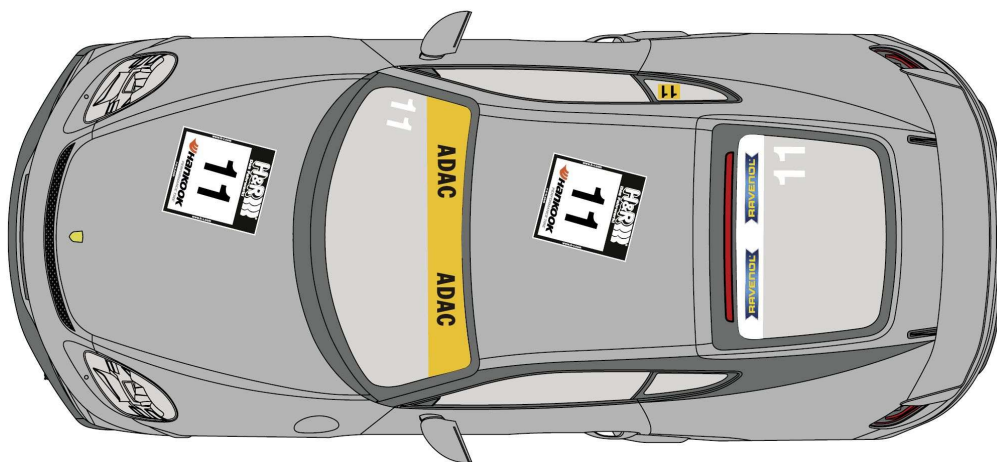
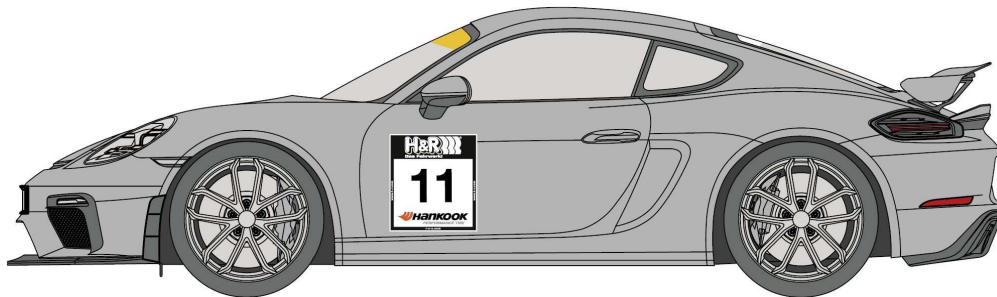
- Only tires of the brand  **HANKOOK** may be used in the Group CUP classes.



## Sticker Map for RC participants and RC-Light participants

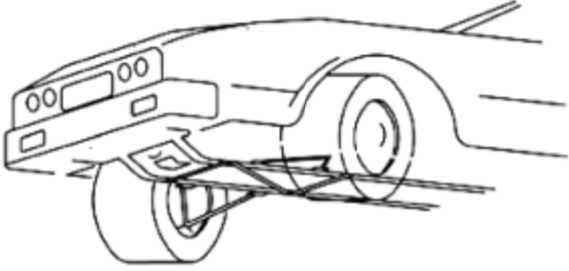
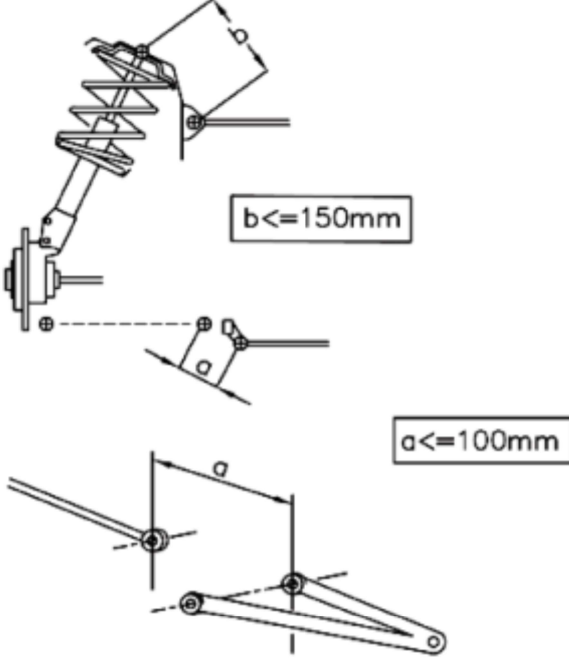
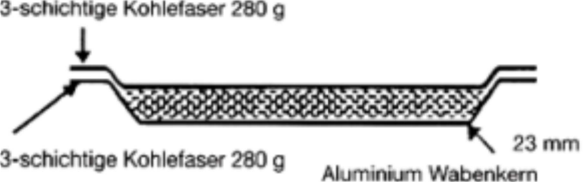
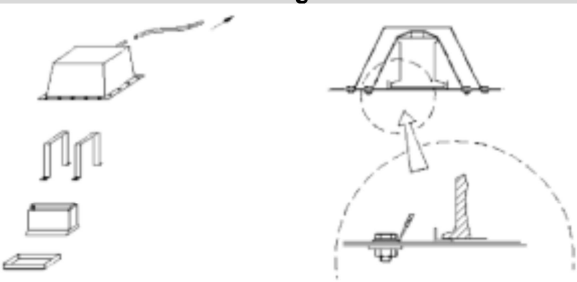
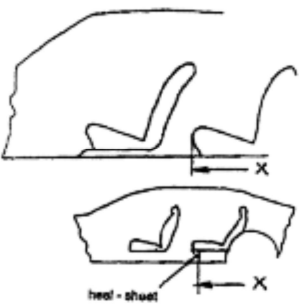
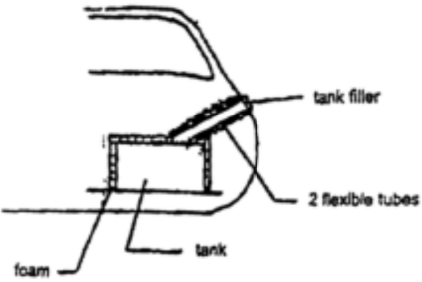
### Kleberichtlinie

(gem. Technisches Reglement, Anhang 1)



<b>H&amp;R Matten</b>	Für Startnummern auf der Fahrzeugseite links & rechts und wahlweise auf Haube oder Dach, um 45 Grad nach rechts gedreht.
<b>ADAC Aufkleber</b>	Fensterstreifen Frontscheibe
<b>RAVENOL Aufkleber</b>	Fensterstreifen Heckscheibe
<b>HANKOOK PVC-Schild</b>	Nummernschild vorn
<b>H&amp;R PVC-Schild</b>	Nummernschild hinten
<b>HANKOOK Aufkleber (38cm lang)</b>	H&R Startnummernmatte
<b>Startnummern (28cm / schwarz/weiß)</b>	H&R Startnummernmatte
<b>Startnummern (28cm / weiß/transparent)</b>	Heckscheibe (Beifahrerseite)
<b>Startnummern (20cm / weiß)</b>	Frontscheibe (Beifahrerseite)
<b>Startnummern (12cm / schwarz/gelb)</b>	Seitenscheibe (Beifahrerseite)

## Appendix 2

<p style="text-align: center;"><b>Drawing no. 1</b></p>   <p style="text-align: center;"><math>b \leq 150\text{mm}</math></p> <p style="text-align: center;"><math>a \leq 100\text{mm}</math></p>	<p style="text-align: center;"><b>Drawing no. 2</b></p>  <p>3-schichtige Kohlefaser 280 g</p> <p>3-schichtige Kohlefaser 280 g Aluminium Wabenkern 23 mm</p> <p>Kohlefaser 4/4 twin 280 gms E620 Aluminium Wabenkern 23 mm 1/8" cel 4.5 oder 6,35</p>
<p style="text-align: center;"><b>Drawing no. 3</b></p> 	<p style="text-align: center;"><b>Drawing no. 4</b></p> <p style="text-align: center;">Empty</p>
<p style="text-align: center;"><b>Drawing no. 5</b></p>  <p>heel - sheet</p> <p>X = max. forward position Of FT-3, FT3.5 or FT-5 tank incl. box</p>	<p style="text-align: center;"><b>Drawing no. 6</b></p>  <p>tank filler</p> <p>2 flexible tubes</p> <p>foam</p> <p>tank</p>

## Tire regulations

### 1. Foreword / Introduction

The Rundstrecken-Challenge Nürburgring is considered to be the oldest popular sports series in Germany. In recent years, the size of the starting fields has averaged over 160 participants per event. Nevertheless, the RCN must look to the future today and make the decisive decisions at an early stage in order to be successful in the coming years. It is particularly important to the RCN to offer affordable motorsport. Motorsport beginners and amateurs should be able to participate in motorsport in the RCN with a reasonable cost-benefit ratio.

For this reason, the Rundstrecken-Challenge Nürburgring e.V. (RCN), in cooperation with the tire manufacturer Hankook, has decided to use only Hankook Ventus Race racing tires in the Circuit Challenge (RC, RC Light and RCN races) from 2018 onwards.

The tire regulations will continue to apply for a further five years from the 2023 season. All Hankook tires that C&R can supply are available for the participants to choose from.

These are preferably the dry tires Hankook Ventus Race (F200 or successor) and for wet track conditions the Ventus Race Rain (Z207 or successor)

### 2. Tire manufacturer and supplier

The Rundstrecken-Challenge Nürburgring (RC, RC Light and RCN races) will also take place in

the 2025 season on tires from the tire manufacturer . 

The tires are supplied by **C&R Motorsport**, which also carries out the race service on site at the racetrack

Address:

C&R Motorsport

c/o Christoph Stoll or Ralf Skrotzki

Römerstraße 56

53940 Hellenthal

Phone: 02482-1251883

Mobile: 0175-2420792

Fax: 02482-1251885

E-Mail: [info@crmotorsport.de](mailto:info@crmotorsport.de)

### 3. Details on the events

This tire regulation is mandatory for all events to which these regulations apply. In detail these are

- the Rundstrecken Challenge (RC) series
- the Circuit Challenge Light series (RC-Light)
  - possible races Nürburgring (3h / 4h) - which count towards the annual ranking

The participants must cover **the entire distance** and, depending on the event, also the training on permitted tires. A check may take place at any time during the event. The last check will take place in the Parc Fermé.

The tire regulation does not apply to other RCN e.V. events.

#### 3.1 Use of approved tires

All tire types and rubber compounds are permitted as long as the tire was manufactured by Hankook. The tires used do not have to be new, used tires may also be used - but they must always come from the manufacturer Hankook. It is permitted to profile slick tires.

#### 3.2 Use of non-approved tires

**The use of non-approved tires will result in disqualification and reporting to the stewards, unless one of the specified exceptions applies.**

#### 4. Regulations for registered RCN participants and teams

##### 4.1 For registered RCN participants and registered teams

Season 2025 tires from the c  prescribed.

#### 5. Exceptions

##### 5.1 Guest starter


**The following exception applies to guest starters in the 2025 season:**

Guest starters may use tires of a different brand for up to **two (2)** races.

There will be no classification for the RCN Championship 2025.

The guest starter will only be counted in the daily classification and will also receive a time penalty of

for RC and RC Light: six minutes=	360 penalty points
during the race: eight minutes =	480 seconds

- The (informal) application for the use of third-party tires must be submitted to the race director by email at the same time as the entry form is submitted. [hwhilger@aol.com](mailto:hwhilger@aol.com)
- For further participations as a guest starter,  racing tires must be used.
- For guest starters who want to start with a registered participant, regulation 4.1 applies. Regulation 5.1 does not apply in this case.
- When calculating the championship points, the best Hankook-tired vehicle receives  
The driver is awarded the points for 1st place in the class, even if a vehicle with different tires is ahead of him in the classification. All subsequently placed Hankook-tired vehicles move up.  
(no Hankook tires, no points)

#### 6 Miscellaneous

##### 6.1 For the BMW M240i Racing Cup and BMW M2 CS Racing Cup classes the Technical Regulations apply, with the exception that these vehicles

must participate on permissible  tires in accordance with this tender.  
BMW has given its approval for this regulation.

##### 6.2 The vehicles of the Porsche Endurance Trophy Nürburgring must compete on permissible -tires.