



## Framework announcement for circuit series in motor racing

(Status: 31.01.2023)

Name of the series:

**Battle of the Dwarves**

DMSB approval number:

**371/23**

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

The "battle of the midgets" is home to the touring cars of the 60s and 70s. This is divided into four groups. In the **Abarth Coppa Mille**, the participants start with Fiat Abarth 1000 TCs, Autobianchi A112s or Fiat 127s (OHV engines) with just over one litre of displacement. In the **British Car Trophy**, the Mini Cooper is the preferred vehicle. Many people in Germany still remember the NSU TT from the old days of hillclimb and slalom racing. These have found their home in the **NSU TT Trophy** and today they are engaged in a hot chase for the best times in the "battle of the midgets". The **1300 Histo Cup** is home to classic touring cars such as the Fiat 128, Simca Rallye, Renault Gordini and others.

Since 1992, the "battle of the dwarfs" has been on the road in historic motorsport on race tracks, forming a permanent fixture. Without a doubt, the small touring cars, with a maximum engine capacity of up to 1300 cc, are the crowd favourites at every event at which they compete.

Tenderer / Organisation: Kampf der Zwerge e.V.

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## **Part 1 Sporting Regulations**

### **1. Introduction**

The "Battle of the Dwarfs" Series will be held in accordance with the provisions of the International Sporting Code and its Annexes (the Code), the FIA General Regulations for Circuit Racing and the National Competition Regulations of the (ASN). It will be held in accordance with the Competition Regulations and the Technical Regulations of the Series, the Technical Regulations being in accordance with the Safety Regulations of Appendix J of the FIA (Article 253).

The competitions will be held in accordance with the DMSB Event and Circuit Regulations, unless otherwise specified below or in the respective event announcement.

### **2. Organisation**

#### **2.1 Details of the titles and predicates of the series**

The "Kampf der Zwerge" e.V., hereinafter referred to as the series organiser, invites entries for the "Kampf der Zwerge" - motorsport up to 1300cc for the year 2023.

#### **2.2 Name of the responsible ASN**

DMSB - Deutscher Motor Sport Bund e.V.  
Hahnstraße 70  
60528 Frankfurt am Main  
E-mail: [info@dmsb.de](mailto:info@dmsb.de)

#### **2.3 ASN Visa/Approval Number**

The announced series with the present sporting and technical regulations is approved by the German Motor Sport Federation with date of 31.01.2023 under reg. no.: 371/23.

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

"Kampf der Zwerge" e.V., Diepenbrucher Str. 11, 42697 Solingen  
Tel.: +49 212 24921761, Email: [TBabon@kampf-der-zwerge.com](mailto:TBabon@kampf-der-zwerge.com)

##### **Contact person:**

###### **1. Chairman**

Thorsten Babon  
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Mobile: +49 162 6084011  
Email: [TBabon@kampf-der-zwerge.com](mailto:TBabon@kampf-der-zwerge.com)

###### **2. Chairman**

Detlev Wassong  
Schwarzmühlenstr. 35, 45883 Gelsenkirchen  
Mobile: +49 163 6041226  
Email: [dw@manoweb.de](mailto:dw@manoweb.de)

## **Organisation / Secretariat**

Annette Babon  
Diepenbrucher Str. 11, 42697 Solingen  
Tel.: +49 212 24921761  
Mobile: +49 171 2135718  
Email: Annette\_Babon@kampf-der-zwerge.com

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

Thorsten Babon  
Detlev Wassong  
Annette Babon  
Frank Schmelter-Sonneborn  
Hubert Nagl  
Ingo Leiberich

## **2.6 List of officials (permanent sports officials) (see also the respective event announcement)**

Lars Vaupel (Technical Commissioner) Licence No.: SPA1040893

## **3. Provisions and legal bases of the series**

This series is subject to the following regulations:

- FIA International Sporting Code (ISG) with Appendices
- DMSB Event Regulations
- DMSB circuit regulations
- DMSB Licensing Regulations
- Legal and Procedural Regulations of the DMSB (RuVO), Legal and Procedural Regulations of the FIA
- Decisions and regulations of the DMSB
- Environmental guidelines of the DMSB
- Anti-Doping Regulations of the National and International Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- 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)
- the Code of Ethics and Conduct of the FIA and the Code of Ethics of the DMSB
- the other regulations of the FIA and the DMSB

### **3.1 Official language**

German

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

### **3.2 Responsibility, changes to the tender, 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 accidents caused by them or the vehicle they use.

damage caused, insofar as no exclusion of liability is agreed in accordance with this invitation to tender.

- (2) In principle, the invitation to compete may only be changed by the approving body. From the start of the event, changes in the form of bulletins may only be made by the stewards of the event, but only if necessary for reasons of safety and / or force majeure or due to official orders, or if they affect 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 aforementioned 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.

### **3.3 General definitions**

With this series, the "Kampf der Zwerge" e.V. would like to offer the numerous interested parties the opportunity to drive small cars from the 60s and 70s with a model year up to 1975 and a maximum engine capacity of 1300ccm. motor sport.

However, the "Battle of the Dwarfs" is not only intended to set sporting accents. Here, participation is to enjoy a much higher status than success. Not least because of this, great importance is attached to the social part. Dogged success strategists are not called for in this series.

In principle, the vehicles must comply with the technical regulations of the "Battle of the Dwarfs" (see Part 2, Item 1.2 - General/Preamble).

In accordance with the International Sporting Code, the driver/competitor is solely responsible for compliance with the Technical Regulations. Changes and additions to this announcement are also possible during the season and require the approval of the DMSB.

## **4. Nominations**

### **4.1 Enrolments/entries, closing date and obligation to participate**

Enrolment in the "Kampf der Zwerge" e.V. takes place via the respective series of the "Kampf der Zwerge" e.V. Enrolments are to be applied for on the form at the "Kampf der Zwerge" e.V..

The "Kampf der Zwerge" e.V. reserves the right to limit the number of registrations. The number of starters for the individual events depends on the organiser and is defined in the respective event announcement. The order in which entries are received decides on admission. The closing date for entries set by the organiser must be strictly adhered to.

The fully completed and signed application must be sent to the following address: Kampf der Zwerge e.V.

Diepenbrucher Str. 11

42697 Solingen

Email: Tbabon@kampf-der-zwerge.com

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

Participants are responsible for the proper and complete entries for the respective event. The event entries must be made on the entry forms provided by the "Kampf der Zwerge" e.V. for the entry fee and must be addressed to them.

Guest drivers may also participate in the classification races in accordance with the conditions of the respective events. Registered "Kampf der Zwerge" participants have priority over guest riders when entering an event. The "Kampf der Zwerge" e.V. reserves the right to refuse entries from guest starters, giving reasons.

The series organiser reserves the right not to hold the "Battle of the Dwarfs" series if there are fewer than 10 registered participants.

#### **4.1.1 Renaming**

In the event that a named vehicle suffers a technical failure / defect / accident during free practice or qualifying and repair / restoration of the vehicle is not possible until the race due to the damage, the entrant / driver has the right to rename a new / different vehicle of the same class and prior acceptance by the Technical Commissioner of the series even after the closing date for entries.

The Technical Commissioner of the race series will determine whether a repair / overhaul is possible in the time remaining until the start of the race.

This written confirmation / determination must be submitted by the competitor / driver / participant to the organiser of the event concerned as well as to the presiding sports commissioner.

#### **4.2 Entry fee for the season and per event**

The registration fee/entry fee as well as a possible deposit are due according to the registration. The following registration fees/entry fee are to be paid by the participant:

The membership fee for a membership in the "Kampf der Zwerge" e.V. is € 40.00/per year.

The registration for the championship "Kampf der Zwerge" with the respective vehicles of the Abarth Coppa Mille / British Car Trophy / NSU TT Trophy / 1300 Histo Cup is € 350,00 and includes membership fee in the "Kampf der Zwerge" e.V.

Abarth Coppa Mille: Hubert Nagl, Holzhoefring 19, 82362 Weilheim, Germany

British Car Trophy: Detlev Wassong, Schwarzmühlenstr. 35, 45883 Gelsenkirchen

NSU TT Trophy: Frank Schmelter-Sonneborn, Scheffershof 16, 51375 Leverkusen

1300 Histo Cup: Ingo Leiberich, Im Gässchen 13, 57612 Obererbach

(The right of withdrawal from the Entry Contract (refund of entry fee) is in the DMSB- Event Regulations Art. 13)

Accepted participants will receive a written confirmation of enrolment.

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



### **4.3 Starting numbers**

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

## **5. Licences**

### **5.1 Required licence levels**

#### **a) Driver**

Drivers must be in possession of an International Candidate and Driver Licence valid for the year 2023 issued by the DMSB or another ASN affiliated to the FIA, with the levels:

- International Licence Level A (ITA)
- International Licence Level B (ITB)
- International Licence Level C-Circuit/Road (ITC-C/R)
- International Licence Level D-Circuit/Road (ITD-C/R)

Drivers must be in possession of a DMSB or other FIA affiliated ASN National Applicant and Driver Licence valid for the year 2023, with the level:

- National Licence Level A

#### **b) Applicants**

Applicants registering with the driver must hold an International Company or Club Applicant Licence issued by the DMSB or another ASN affiliated to the FIA for the year 2023 and must have paid the registration fee.

#### **c) 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 purchasing a "DMSB- Sponsor Card for Companies, Clubs, Teams".

#### **d) Guest driver**

The "Kampf der Zwerge" e.V. can accept guest riders with a valid

International or National Competitor and Driver Licence in accordance with Art. 5.1 to the classification races. If they fulfil the conditions of the series announcement as well as the announcement of the respective event, they can participate outside the points classification. The registered participants have priority starting rights.

#### **Special provisions/rules for guest starters**

The "Kampf der Zwerge" e.V. reserves the right to charge an increased guest starter entry fee.

#### **e) Age regulation**

according to the valid DMSB licence regulations

### **5.2 Conditions for applicants outside their national territory**

At 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 inspection.

**6. Insurance; disclaimer and waiver**  
**6.1 Insurance of the organiser/promoter**

according to DMSB event regulations

**6.2 Declarations by the applicant, 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 Diary**

21-23 April 2023,	Prize of the City of Stuttgart, 26-28 May
2023,	Nürburgring Classic, Nürburgring (GP)
01-02 July	2023 Historic Grand Prix Zolder
29.09.-01. October 2023,	RGB season finale, Nürburgring (GP)
Subject to change without notice	

**7.2 Maximum number of vehicles allowed**

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

**7.3 Implementation of the competitions**

**a) Training**

Two timed practice sessions of up to 20 minutes are scheduled per event.

Each driver must complete at least 2 timed practice lap(s). If proof of this is not provided, admission to the competition may be refused.

**b) Qualification**

N/A

**c) Launch types**

The scoring runs will be started as follows:

rolling start (Indianapolis start)

**d) Qualifying runs**

Two scoring runs are scheduled per event.

The competition runs over a distance of max. 30 minutes.

The finish line applies both on the track and in the pit lane. At the end of the time, the leader is waved off.

**8. Score**  
**8.1 Points table**

The winner of a competition is the participant who has covered the distance with his vehicle in the shortest time, taking into account all penalties.  
All participants who have started will be scored if they have covered at least 75% of the distance of the class winner.

In case of shortening of the distance or abandonment of a race, as far as it is not resumed, the participants will receive the following points:

at least 75% of the planned distance = 100% of the points at least  
50% of the planned distance 50% of the points  
points below 50% of the planned distance of the points  
A classification will only be made if at least 2 participants have started the race in the respective class.

The following points will be awarded for the scoring runs:

Starter in class (group) + 0,5 - place in class (group) Starter in  
----- x 10  
class (group)

2 strike results will be taken into account for the final ranking. A disqualification cannot be taken into account as a strike result.

In cases where, due to an obvious oversight or error, a subsequent correction is necessary after the publication of the championship or series classification 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.

**8.2 Equal points**

If there is a tie between several riders in the final evaluation, the greater number of first, then second and further places of all completed heats will decide.

**9. Private trainings and tests**

N/A

**10. Document acceptance**

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

- Confirmation of entry
- Applicant licence/DMSB Sponsor Card
- Driver's licence
- Foreign launch permit of the home ASN
- medical suitability confirmation

**10.1 Schedule document acceptance**

See announcement of the respective event or notice board

## **10.2 Driver briefing**

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

An established non-participation or incomplete participation (according to the signature list) shall draw without special criminal proceedings a fine in of 100 euros as a result of the offence.

## **11. Technical acceptance/technical inspections**

At the technical scrutineering, the drivers or persons authorised by them must appear with the competition vehicle and the prescribed driver safety equipment. The vehicle must be presented as it will be used in the competition (incl. start numbers) and must comply with the applicable technical regulations.

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

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

The following vehicle documents must be presented:

- Vehicle passport or vehicle registration document/registration certificate Part I
- Homologation sheet
- Certificate for rollover device

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

N/A

### **11.2 Timetable Technical Acceptance/Technical Inspections**

See respective event announcement or notice board

## **12. Race**

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

According to DMSB circuit regulations.

The competitor/driver is responsible for the use of rain tyres.

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

A maximum of 4 persons are permitted to work on the vehicle.

A maximum of 2 persons are permitted for tank filling (1 person refuelling, 1 person with fire extinguisher).

### **12.3 Pit stop safety and responsibility of the applicant when starting from the pit area**

N/A

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

### **13.1 Title overall winner**

The rider with the highest total number of points after all scoring runs in the individual divisions (1 - 10) will receive the title:

**Champion Fight of the Dwarfs - for the Cup of the Sandtler Company  
2023**

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

N/A

## **14. Protest and appeal**

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 approving ASN of the event: Status International / National: see respective event announcement.

Appeal deposit - payable to the DMSB:  
Status National A .000,00 €

Appeal deposit - payable to FIA: .000,00 €

(protest and appeal deposits 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**

All copyright and image rights are held by "Kampf der Zwerge" e.V. including images taken from television broadcasts of the "Kampf der Zwerge".

All television rights of the "Kampf der Zwerge", both for terrestrial broadcasting and for cable and satellite television broadcasting, all video rights and all rights for exploitation through all electronic media, including the Internet are held by "Kampf der Zwerge" e.V.

Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of the "Kampf der Zwerge" e.V..

## **17. Special provisions**

There are no further Special Series Regulations.

## **Part 2 Technical Regulations**

### **1. Technical provisions of the series**

#### **1.1 Overview of the announced groups/classes**

##### **Abarth Coppa Mille**

**Division 1:** all rear-wheel drive vehicles of the brands Steyr-Puch, Fiat, Fiat-Abarth with max. 2 cyl. and max. 850ccm.

**Division 2:** all front- and rear-wheel driven vehicles of the brands Fiat, Autobianchi, Seat, Zastava, Fiat-Abarth with 4 cyl. OHV engine, with 5 / 6 channel cylinder head, with max. one double carburettor and max. 1150ccm.

**Division 4:** all front and rear wheel drive Fiat, Autobianchi, Seat, Zastava, Fiat-Abarth vehicles with 4 cyl. OHV engine, with 8 channel cylinder head, with two twin carburettors or fuel injection and max. 1150ccm.

The vehicles of the aforementioned Div. must comply with the Technical Regulations of Group H.

##### **British Car Trophy**

**Division 5:** Rover Mini/Mini Copper of the years of construction 1992 - 1996 with Single Point Injection These vehicles must comply with the Technical Regulations of the CTC/CGT Div. 6.1: Group N- Touring Cars of the homologation years 1991 up to and including 1996, with the following restrictions:

- Prescribed tyre type - Yokohama A539 in 165/60 R12
- Exhaust manifold with spare part no.: C-AEG372
- Oil cooler position in the front cover plate, below the wheel hub centre
- The gearbox must comply with the original factory specifications with part no. C-DAM4970.
- The final drive ratio must not be shorter than 3.94:1
- Passenger compartment may be cleared according to Gr. A Art. 255 5.7.3 Annex J (ISG)
- The spare wheel must be removed

**Division 6:** all vehicles of the type Mini of the former Group 2 (Competition Touring Cars) which had a valid FIA homologation in the period between 1.1.1966 and 31.12.1971. The cars must comply with the Technical Regulations of *Group* CTC/CGT Div. 2.1: Group 2 Touring Cars of the homologation years 1966 up to and including 1971.

**Division 7:** Vehicles of the Mini type or vehicles of other types which were originally delivered with the BMC A or A+ engine type and max. 1300ccm. These vehicles must comply with the Group H Technical Regulations. The use of the original 5-channel cylinder head is mandatory. The machining of the cylinder head is optional according to Group H. Mixture preparation only by carburettor.

##### **NSU TT Trophy**

**Division 8:** all NSU vehicles and all vehicles built on NSU basis (e.g. Brixner) up to max. 1300cc.

The vehicles must comply with the technical regulations of *the* CTC/CGT *group and the resulting div. which has to be stated in the entry form.*

##### **1300 Histo Cup**

**Division 9:** all vehicles of the former Group 1 & 3 with an engine capacity up to 1300ccm, which cannot be classified in the aforementioned classes up to model year 1974.

The vehicles must comply with the technical regulations of the CTC/CGT group and the resulting div. which has to be stated in the entry form.

In Division 9, safety glass as defined in DMSB Grp. H Regulations Art. 20 may be used for the rear and side windows as an alternative to the series/homologated windows.

**Division 10:** all vehicles of the former Group 2 & 4 which cannot be classified in the aforementioned classes with an engine capacity up to 1150 cc and up to model year 1974. The vehicles must comply with the Technical Regulations of the CTC/CGT Group and the resulting div. which has to be stated in the entry form.

In Division 10, safety glass as defined in DMSB Grp. H Regulations Art. 20 may be used for the rear and side windows as an alternative to the series/homologated windows.

**Division 11:** all vehicles of the former Group 2 & 4 which cannot be classified in the above mentioned classes with an engine capacity up to 1300ccm and up to model year 1974. The vehicles must comply with the technical regulations of the CTC/CGT group and the resulting div. which has to be stated in the entry form.

In Division 11, safety glass as defined in DMSB Grp. H Regulations Art. 20 may be used for the rear and side windows as an alternative to the series/homologated windows.

## **1.2 Basics of the Technical Regulations according to**

- Technical regulations of the DMSB groups: CTC/CGT, Group H
- General provisions, definitions and clarifications to technical regulations (DMSB manual, blue part) see also article 1.11 Safety equipment at events abroad

## **1.3 General/Preamble**

**Anything not expressly permitted by these regulations is prohibited.**

**Permitted modifications must not result in unauthorised modifications or infringements of regulations.**

## **1.4 Driver's equipment**

The wearing of overalls according to FIA standard 8856-2000 or 8856-2018 as well as underwear (with long sleeves and legs), head bonnet, socks, shoes and gloves according to FIA regulations is mandatory.

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

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

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

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.

Modifications and installations may only be carried out within the framework determined below. Parts damaged by wear or accident may only be replaced with identical original parts.



On the complete vehicle, the standard fastening parts, such as: Nuts, screws, washers, spring washers, split pins may be replaced by equivalent standard parts that correspond to the original shape. The thread type, size and pitch (e.g. M 8 x 1.25) must be retained for threads.

## **1.6 Vehicle minimum weights and ballast**

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

For Group H: vehicle weight is equal to target weight incl. driver and driver equipment For classes Division 5 and 6 according to CTC/CGT: homologation weight plus 35kg safety equipment (cage, belts and fire extinguisher)

For classes Division 9 - 11 the minimum weight of Annex J 1981 Art. 261 a shall apply.

### DMSB Notice:

The DMSB guidelines for vehicle weighing (incl. calibration of scales) must be observed by the organiser/series organiser. Accordingly, mobile scales must be checked by the scale manufacturer at annual intervals as a rule. In exceptional cases, calibration/verification by a state weights and measures office is also permissible, but the scales must be calibrated by the manufacturer at least every 2 years.

## **1.7 Displacement factor for supercharged engines**

### Group H:

In accordance with Article 6 of the DMSB Group H Regulations.

### Group CTC/CGT:

In accordance with the technical regulations applicable under Article 3 of the DMSB Group CTC/CGT.

## **1.8 Exhaust regulations**

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

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

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

## **1.9 Noise regulations**

The maximum permissible noise limits are 132 dB(A) according to the LWA method and 100 dB(A) according to the LP method.

This noise value is determined according to the DMSB pass-by measurement method (compulsory for all circuit events).

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

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

The current FIA/DMSB regulations for advertising on driver's equipment/competition vehicles and start numbers must be complied with (see DMSB manual, blue part).

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

No special advertising regulations are set for the competition vehicles.

- (1) Each registered team will be allocated a fixed start number for the entire season. This start number will be communicated with the registration confirmation and will be handed out in three sets before the first event.
- (2) The start numbers are to be attached to the vehicle unchanged during the entire season according to the instructions. Additionally required sets can be purchased during the current season at a price of EUR 30, - per set.
- (3) The Battle of the Dwarfs attaches importance to the fact that the vehicles do not devalue historic motorsport in their external appearance and reserves the right to reject vehicles that do not comply with the specifications at the technical scrutineering.
- (4) By submitting the entry/registration, the participant acknowledges that Kampf der Zwerge e.V. is granted all rights for the promotional use of the races and the sporting successes without restriction in the form of words and pictures, without separate fee payment.

## 1.11 Safety equipment

The vehicles must have the following safety equipment.

Unless otherwise stated, the article references are to the current Appendix J to the ISG.

- Pipes and pumps according to Art. 253.3.1 and 253.3.2
- Oil collection tank according to Art. 259.7.4
- Tank ventilation according to Art. 253.3.4
- 2-circuit brake system according to Art. 253.4
- Bonnet holder according to Art. 253.5
- Safety belts according to Art. 253.6
- Hand-held fire extinguisher according to Art. 253.7.3
- Fire extinguishing system according to Art. 253.7.2
- Roll-over device according to Art. 253.8
- Roll-over device according to Art. 253.8 (Appendix J 1993)
- Roll-over device according to Art. 277
- Rear view mirror according to Art. 253.9
- Towing eyes/devices according to Art. 253.10
- Safety film on window panes in accordance with DMSB regulations
- Laminated glass windscreen
- Door safety nets according to Art. 253.11 or DMSB regulations
- Additional windscreen attachment according to Art. 253.12
- Circuit breaker according to Art. 253.13
- Safety fuel tank according to FIA standard FT3/FT3-1999 or FT5 according to art. 253.14 or 259.6.3
- FIA homologated check valve in fuel filler pipe according to Art. 253.14.5

- Fire protection wall according to Art. 253.15 ~~or Art. 259.16.6~~
- Seats and fixings according to Art. 253.16
- FIA homologated driver's seat according to Art. 253.16
- Headrest according to art. 259.14.4
- Rear light according to Art. 275.14.5
- Reverse gear according to Art. 275.9.3
- Prohibition of tyre pressure control valves according to Art. 253.17
- Article 277
- According to Annex K to the ISG
- Light technical equipment made of glass Full bonding with clear, colourless adhesive film, additional coloured crosses are permitted on the front headlights.
- Rainlight - rear light:  
All vehicles must be equipped with a functioning red rear light at the start of the event. The light must point to the rear, be clearly visible from the rear, be mounted no more than 15cm from the centre line of the vehicle, have a luminous area of 20cm<sup>2</sup> to 40cm<sup>2</sup>, be permanently fixed and be capable of being switched on by the driver. This light must be either a 21 watt incandescent lamp or LEDs.

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

Attention:

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

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

Only commercial unleaded fuel according to Art. 252.9 Appendix J (ISG), which complies with DIN EN 228, or diesel fuel according to Art. 252.9 and DIN EN 590 may be used. Any additives, with the exception of air or lubricating oil for 2-stroke engines, are prohibited. In addition, the octane limit for petrol is max. 103 RON instead of 102 RON.

The following unit fuel must be used:

N/A

### **1.12.1 Fuel checks**

Fuel samples may be taken at any time during the event by the Technical Commissioners. The DMSB fuel regulations including fuel residues (DMSB manual, blue part) as well as the DMSB guidelines for fuel sampling apply.

### **1.12.2 Refuelling, tank installations and control**

N/A

## **1.13 Definitions technology**

In addition to the definitions according to this Notice of Race, the "General Provisions, Definitions and Clarifications of Technical Regulations" (DMSB Handbook, blue part) as well as the definitions according to Art. 251 of Appendix J (ISG) apply.

## **2. Special Technical Provisions**

### **2.1 General**

**Anything not expressly permitted by these regulations is prohibited. Permitted modifications must not result in unauthorised modifications or infringements of regulations.**

### **2.2 - 2.14**

N/A

## **Part 3 Annexes/Drawings**

N/A