



Supplementary regulations for circuit series in automobile racing (as of: 17.12.2026)

Name of the series:

Spezial Tourenwagen Trophy 2026 (STT) (Special Touring Car Trophy)

DMSB-Permit Number:

985/26

Status of the series/events: National A

The Special Touring Car Trophy has been an integral part of the German motorsport scene since 1986. What was initially ridiculed at the time developed into one of the most spectacular racing series in Germany. The up-and-coming series was soon associated with sweeping wings, mighty wide wings and a great sound. Professionals were always dropping in on the series to compete with the ambitious amateurs. Now **celebrating its 40th anniversary**, it is still active in popular sport under the same name and is a permanent fixture at **ADAC Racing Weekends**.

Tenderer/Organisation: Rennsportveranstalter STT
Spezial Tourenwagen Trophy
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Part 1 Sporting Regulations

1. Preamble

The Special Touring Car Trophy series, hereinafter referred to as STT, is organised in accordance with the provisions of the International Sporting Code and its appendices (the Law), the FIA General Regulations for Circuit Racing and the national competition regulations of the (ASN). It takes 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 (Articles 253 and 277 respectively).

The competitions are held in accordance with the Event and Circuit Regulations of the DMSB, unless otherwise specified below or in the invitation of the respective organiser.

The series is supported by the following companies:

H&R Spezialfedern Lennestadt

Besa Group

Ravensberger Schmierstoffvertrieb GmbH (RAVENOL)

Michelin, Reifenservice Crew Knüttel

Graewe Verbindungstechnik

ISA Racing Motorsportzubehör

Various funding partners

The series supports the "wee fair foundation", formerly known as "Neven Subotic Foundation" (clean water for children in Africa)

2. Organisation

2.1 Details on the titles and predicates of the series

The Special Touring Car Trophy, hereinafter referred to as the series organiser, issues an invitation to tender/ supplementary regulations for the **Special Touring Car Trophy (STT)** for the year 2026.

2.2 Name of the responsible ASN

DMSB – Deutscher Motor Sport Bund e.V.

Hahnstraße 70, 60528 Frankfurt

Web: www.dmsb.de

E-Mail: international_series@dmsb.de

2.3 ASN visa/authorisation number

The advertised series with the present sporting and technical regulations is approved by the German Motor Sport Federation on 17/12/2026 under reg. no.: 985/26.

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

Race organiser

Spezial Tourenwagen Trophy
Inh. Rolf Krepschik
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58553 HALVER
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Technical Commissioner:

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Race director

Alfred Schmitz
Heisterner Str.8
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Mobile +49 171 9944 059
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Advertising and public relations:

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Pirminiusstr.14
76846 Hauenstein
Phone: +49 6392 99 58 368
Mobile: +49 157 5511 7491
Holza-press@web.de

2.5 Composition of the Organising Committee

Rolf Krepschik	Patrick Holzer
Holger Niklas	Michael Moulton
Alfred Schmitz	Patrick A. Körner

2.6 List of the Officials (permanent sports managers/marshals) (see also the respective event announcement)

Rolf Krepschik (race organiser and organisation management)
Holger Niklas (assistant race organizer and organisation team)
Alfred Schmitz (race director) – SPA 1100457
Patrick A. Körner (technical commissioner) - SPA 1124053
Michael Moulton (event secretary)
Patrick Holzer (advertising and public relations)
Jürgen Holzer (advertising and public relations)
Jörg Henning (race announcer)

3. Provisions and legal basis of the series

This series is subject to the following provisions

- International sporting code of the FIA (ISG / international sporting code) with annexes
- DMSB-event regulations
- DMSB-circuit regulations
- DMSB-licence conditions
- Legal and procedural regulations of the DMSB (RuVO)
- Legal and procedural regulations of the FIA
- Decisions and regulations of the DMSB
- Environmental regulations of the DMSB
- Anti-Doping regulations of the national and international anti-doping agency (WADA/NADA Code) and the anti-doping regulations of the FIA
- Sporting and Technical Regulations of this series with the amendments and supplements (bulletins) approved by the DMSB
- Event announcements with possible changes and additions (bulletins)
- The Code of Ethics and Code of Conduct of the FIA and the Code of Ethics of the DMSB
- Any 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 mandatory.

3.2 Responsibility, changes to the supplementary regulations, cancellation of the event

- (1) Participants (=applicants, drivers, passengers, vehicle owners and keepers) 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 used by them, unless an exclusion of liability is agreed in accordance with this supplementary regulations.
- (2) Only the official authorities may change the announcement. 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 by order of the authorities or if the information contained in the supplementary regulations concerning the length of the course, race duration, number of laps and stewards or obvious errors in the supplementary regulations are concerned.
- (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 fulfilment are excluded in this case.

4. Registrations

4.1 Registrations/entries, closing date and obligation to participate

Applicants and drivers can apply for admission to participate in the STT using the registration form provided.

The completed and signed registration form (early registration with discount until 31 December 2025) must be sent to the following address by 31. March 2026:

Rennsportveranstalter STT
Inh. Rolf Krepschik
Vömmelbach 53
58553 HALVER - Germany
or by mail to stt@krepschik.de

The series organiser reserves the right to accept applications received at a later date with a surcharge of 10%.

If an applicant registers as a vehicle owner without a fixed driver for the season and thus for all races, it requires a company or club applicant licence from the DMSB or another ASN affiliated to the FIA in accordance with 5.1 b). Furthermore, an entry form with the driver's current data must be submitted no later than 10 days before the start of the respective event (STT entry deadline). Scoring will then only take place for the applicant, drivers may be honoured, but will not receive any points in accordance with art. 8 of these series regulations.

By registering, applicants and/or drivers instruct and authorise the series organiser to submit entries on their behalf for the events at which the STT Championship races are held (block entry).

By registering, the applicant and/or driver undertakes to take part in all events and races according to the current schedule. In principle, all participants are entered for all events (block entry). Cancellations of individual events are possible, but must be made in writing to the series organiser up to 5 days before the start of the event.

Pits are available at all events! Allocation will be based on bookings received! Registered participants will be given priority in the allocation of pit spaces and can reserve a pit space for all events, if possible, when registering.

Accepted participants will receive written confirmation of their registration.
The series organiser reserves the right to reject registrations, stating reasons.

The series organiser reserves the right not to hold the STT series if there are fewer than 15 registered participant.

Special provisions / regulations for team registrations

Teams that share one (1) vehicle during the season or an event (driver 1 and driver 2) must indicate on the entry form who is driver one and driver two. Both drivers must take part in qualifying and have at least 2 timed laps.

Changes to the schedule, whether it be a driver swap (driver 1 becomes 2 or vice versa) or a driver dropping out completely, must be communicated in writing to the STT organisation before the start of the respective qualifying session. If a change is made without written notification, this may result in disqualification and the team will not be eligible for the team classification.

Teams will receive so-called change cards as proof. These must be completed and signed after the end of the race and handed in to the STT organisation.

A team classification requires that each of the two drivers take part in at least 5 races during the season. If the requirement is not met, an individual classification comes into effect.

4.2 Entry fee for the season and per event

The registration fee/entry fee and any deposit are due in accordance with the "Application for registration". The participant must pay the following registration fees:

Registration fees (entry fee included) up to 31. March 2025

Division 1: 16.800,00 € plus VAT

Division 2: 14.500,00 € plus VAT

Division 3: 14.500,00 € plus VAT

Division 4: 12.000,00 € plus VAT

Surcharge for team registrations: 1.200,-Euro

Early registration until 31 December 2025, 10% discount for all divisions! Payment of the full amount by 10 January 2026 is required!

The registration fee covers all entry fees for the 6 events and must be paid upon submission of the registration form! Registration becomes valid upon receipt of payment.

a) Single Starters

Division I 3.200,00 € **Division II + III** 2.800,00 and **Division IV** 2.400,00 Euro plus VAT up to 10 days before the start of the event (STT entry deadline)!

Surcharge for team registrations: 175,-€ per race weekend!

Entries received after this date will be subject to a surcharge of 250.00 Euro plus VAT.

The entry is only valid after receipt of payment!

Individual registrations can be cancelled up to 10 days before the start of the event!

(The right to withdraw from the entry contract (refund of entry fee) is regulated in the DMSB Event Regulations Art. 13)

b) Discount

On request, we will grant a one-off introductory price of 1,750.00 Euros plus VAT to individual starters competing in the STT for the first time as entry fee. Not possible at all events!

4.3 Number bib

The participants receive permanent number bibs for the entire season from the series organiser. The start numbers are freely selectable and always consist of three digits, with the exception of Division I. For Division I 2-99, Div. II 200-299, Div. III 300-399 and Div. IV 400-499 and Div. V 500-599.

Starting number 1 is always reserved for the overall winner of the previous season.

5. Licenses

5.1 Required licence levels

a) Driver

Division I

Only for drivers with cars with a weight ratio of <2,00 kg/PS

Drivers must be in possession of an International Candidate and Driver Licence valid for 2026 from the DMSB or another ASN affiliated to the FIA, with the levels:

International License level A (ITA)

International License level B (ITB)

Only for drivers with cars with a weight ratio of >2,00 kg/PS

Drivers must be in possession of an International Candidate and Driver Licence valid for 2026 from the DMSB or another ASN affiliated to the FIA, with the levels:

International License level A (ITA)

International License level B (ITB)

International License level C-Circuit (ITC-C)

The drivers themselves are responsible for the correct licence level.

Division II + III

Only for drivers with cars with a weight ratio of >3,00 kg/PS

Drivers must be in possession of an International Candidate and Driver Licence valid for 2026 from the DMSB or another ASN affiliated to the FIA, with 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)

Drivers must be in possession of an National Candidate and Driver Licence valid for 2026 from the DMSB or another ASN affiliated to the FIA, with the levels:

National License level A

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

(See Part 2, Article 1.1 overview of the advertised groups/classes)

Drivers must be in possession of an International Candidate and Driver Licence valid for 2026 from the DMSB or another ASN affiliated to the FIA, with the levels:

International License level A (ITA)

International License level B (ITB)

International License level C-Circuit (ITC-C)

The drivers themselves are responsible for the correct licence level.

Division IV

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

Drivers must be in possession of an International Candidate and Driver Licence valid for 2026 from the DMSB or another ASN affiliated to the FIA, with 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)

Drivers must be in possession of a National Applicant and Driver Licence valid for 2026 from the DMSB or another ASN affiliated to the FIA, with the level:

National Licence Level A

The drivers themselves are responsible for the correct licence level.

Weight Ratio

Measured according to FIA regulations, vehicle fully fuelled and ready to race with driver including driver's equipment.

FIA Category

The driver line-up of the vehicles may consist of a maximum of 2 drivers in the FIA Gold category. Drivers with the FIA Platinum category are not permitted. In addition, the organiser reserves the right to make a final decision on exceptions.

b) Applicants

Applicants registering with the driver must hold an international company or club applicant licence from the DMSB or another FIA-affiliated ASN for 2026 and have paid the registration fee.

c) DMSB-Sponsor-Card

Sponsors or eponyms who wish to be mentioned in the official programme section as well as in the entry, starter and results lists in addition to the driver's name, without at the same time assuming the function of an applicant, can do so by purchasing a "DMSB Sponsor Card for companies, clubs, teams".

d) Single starter/Guest starter

The STT may authorise single starters/guest starters with a valid

☒ International or national applicant and driver licence according to Art. 5.1

to the scoring runs. If they fulfil the conditions of the series announcement and the announcement for the respective event. Registered participants have priority starting rights and will be given priority when allocating pit spaces.

d) Age regulation

according to the valid DMSB licence regulations for circuit Art. 1

5.2 Conditions for applicants outside their national territory

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

At all events, foreign competitors/drivers require the approval of their own ASN. This foreign start permit can be found on the back of the licence or must be presented in writing by the applicant/driver in German or English at the document inspection.

6. Insurance; exclusion of liability 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 Calender of events

01.05. - 03.05.	ADAC Racing Weekend	Hockenheimring (D)
29.05. - 31.05.	ADAC Racing Weekend	Oschersleben (D)
26.06. - 28.06.	ADAC Racing Weekend	Nürburgring GP 1 (D)
10.07. - 12.07.	ADAC Racing Weekend	Red Bull Ring (A)
28.08. - 30.08.	ADAC Racing Weekend	Spa- Francorchamps (B)
16.10. - 18.10.	ADAC Racing Weekend	Nürburgring GP Finals (D)

7.2 Maximum number of authorised vehicles

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

7.3 Realisation of the competitions

a) Training

Two qualifying sessions (timed practice) of 40 minutes each are scheduled for each event (for details, see event programme).

Driver one drives qualifying session one or the first part and the start of race one, driver two drives qualifying session two or the second part of each qualifying session and the race section after the pit stop or race two.

The fastest lap time in the first qualifying session will form the starting grid for race one; the best time from the second qualifying session will form the grid for race two. Participants who do not achieve a practice time in one of the two qualifying races will be placed at the end of the field after consultation with the race organisers.

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

If a qualifying session cannot take place due to exceptional circumstances, the remaining session will be used for the starting grid for races 1 and 2.

This means that race 1 on Saturday will be the qualifying session and both races will be held on Sunday.

b) Qualification

The minimum qualifying time (115% regulation) for admission to the start is determined by the fastest lap time in each class in the official qualifying session.

Drivers who do not achieve this qualification will not be admitted to the start. The race director will make the final decision.

c) Ways to start

The races will start as follows:

- ☒ rolling Start (Indianapolis-Start)

d) Races

The races run over a distance of 40 minutes with a mandatory pit stop of 3 minutes between the 15th and 25th minute (see respective event programme).

e) Parc Fermé- Regulations

The competition cars are subject to the regulations of the Parc Fermé on the entire terrain after the end of the competition. If a competition vehicle is parked before the end of the competition time in qualifying or the scoring race, the parc fermé regulations begin from this point in time. After an accident or breakdown, the vehicle must also be taken to the Parc Fermé, unless the vehicle is no longer able to roll or be transported, in which case the DMSB technician will make the final decision.

After the vehicle has been parked, the steering wheel must be back in its fixed position on the handlebar. The gearbox must also be in neutral. Fire extinguishers or the fire extinguishing system, if still operational after an accident, must remain operational or switched on. The driver or his team must use suitable aids (wheel chocks, etc.) to prevent the vehicle from rolling away in the Parc Fermé. On-board cameras must not be removed.

f) Penalty Lap

In less serious cases, the Race Director may, as an alternative to the penalties specified in Articles 23 and 24 of the Circuit Regulations, order the completion of a so-called penalty lap. For this purpose, a penalty zone is set up on each track in which the vehicle concerned must drive at a maximum speed of 60 km/h for a defined distance. The location, nature and labelling of this zone as well as the route will be announced at the respective drivers' briefing.

When the message "Car xx - Penalty Lap" appears on the official timekeeping monitors, the penalty is deemed to have been announced. The driver concerned is requested to drive through the penalty zone once immediately after the penalty has been announced in accordance with the rules. The finish line may be crossed a maximum of one time after the penalty has been announced and before driving through the penalty zone.

If, in the opinion of the race director, the penalty has not been served in accordance with the rules, the driver concerned may serve the penalty once again on the following run.

For safety reasons, the driver concerned must activate the hazard warning lights of his vehicle at the latest at the time defined in the drivers' briefing before the penalty is incurred in order to draw the attention of following drivers to the penalty being served. In addition, the marshal immediately in front of the penalty zone will wave the white flag. After completing the penalty, the driver concerned may get back on the racing line without jeopardising other drivers.

The Race Director may also order the penalty lap to be completed several times with the message "Car xx - Penalty Lap - xx times" on page 7 of the official timekeeping monitors. The above regulations apply accordingly to the repeated passage of the penalty lap.

A penalty lap may not be completed during a safety car phase. For the avoidance of doubt, a safety car period begins when the message "Safety Car deployed" is displayed on the timing monitors and ends when the green flag is shown for the vehicle concerned at the finish line. The established rules for completing the penalty lap remain unaffected, but safety car laps are not taken into account for this purpose.

In case a race is finished under safety car conditions, a substitute penalty of five (5) seconds will be added to the overall time of the vehicle concerned.

Violations of the above regulations will be penalised with at least one penalty in accordance with Article 24 of the circuit regulations.

g) Drive-through penalty and stop-and-go penalty

Penalties incurred during the race, drive-through penalties and stop-and-go penalties, may only be served during normal racing conditions. Serving the aforementioned penalties under safety car or full course yellow conditions shall be deemed not to have been served. If a drive-through penalty or stop-and-go penalty is announced at a time when the leader of the race has only 7 minutes or less of the scheduled duration remaining, it is up to the participant concerned to decide whether to serve the penalty or to accept a 30-second time penalty added to their total driving time instead of the announced drive-through penalty / stop-and-go penalty.

8. Valuation

8.1 Table of points

The winner of a race is the participant who has covered the distance with his vehicle in the shortest time, taking into account all penalties.

All registered participants who have started will be counted as long as they have covered at least 75% of the distance of the winner in their class.

Individual starters (class) who do not have a reference time will be counted if they have covered at least 65% of the distance of the overall winner.

If the distance is shortened or a race is cancelled and not resumed, participants will receive the following points:

At least 75% of the planned distance	=	full points
At least 50% of the planned distance	=	half points
At least 50% of the planned distance	=	0 points

To be awarded full points, at least 3 participants must have started in a division, with 2 participants only 75% and with one starter only 50% of the points are taken into account.

The following points are awarded per division for the races:

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

There are 0.25 additional points for each participant defeated in his division!

Of the 12 races at six events, the best 11 races count towards the overall standings. One result will be discarded. A disqualification cannot be used as a discarded result. For older vehicles up to and including the 2011 model year, 1.75 bonus points will be awarded per race. The model year refers to the date of a vehicle's first registration. This is verified by the registration certificate or a DMSB vehicle pass, or, if applicable, by the original inspection certificate from the inspector.

Double championship points are awarded for each race at the last event entered in the calendar. This only applies to the basic points, see table above!

In addition to the overall classification, places 1-10, the STT organises the following special classifications:

- Division classification places 1-3
- Junior classification for participants up to the age of 25.
- Gentlemen classification for drivers over 60 years of age.
- Classic classification for vehicles built up to 2011.

These scores are only taken into account in the year-end ranking.

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

8.2 Equality of Points

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

9. Private Trainings and Tests

No restrictions

10. Document approval

The driver/applicant must submit the following documents:

- Entry confirmation
- Applicant licence/DMSB sponsor card
- Driver's licence
- Foreign start authorisation of the home ASN
- Medical fitness confirmation

10.1 Schedule document approval

See announcement of the respective event or notice board

10.2 Driver Meeting / Briefing

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

Non-participation or incomplete participation (according to the signature list) will result in a fine of 100.00 Euro without any special penalty.

11. Technical acceptance/technical inspections

The drivers or persons authorised by them must appear at the scrutineering with the competition vehicle and the prescribed driver safety equipment. The vehicle must be presented as it will be used in the competition (including start numbers and prescribed advertising/sponsoring stickers) and must comply with the applicable technical regulations.

The following vehicle documents must be presented:

- Car passport or vehicle registration certificate/registration certificate part I
- All necessary certificates (roll-over bar, tanke etc.)
- homologation paperwork if applicable

For vehicles for which the respective ASN does not issue a car pass or for which there is no vehicle registration document/certificate of registration, all documents must be available in original with stamp and signature of the ASN (e.g. KNAF) showing that the technical provisions of Art. 277 (DMSB Manual, orange part) or the equivalent technical provisions of the FIA are complied with.

A performance measurement sheet, from a DMSB-approved test stand, should be presented at the latest before the first race (for permanently registered vehicles), for guest starters before the respective race, at the document inspection. A new measurement sheet should indicate any change in performance.

11.1 Repair, sealing and labelling of vehicle parts

The scrutineer may mark and/or seal individual vehicle parts at any time. The removal of these markings and seals is only permitted upon written application and subsequent approval by the scrutineer. Replaced, previously marked and/or sealed vehicle parts must be retained and, if necessary, presented to the scrutineer on request.

11.2 Timetable for technical acceptance/technical inspections

See the respective event announcement.

The participant must present his entered vehicle to the technical commissioner for technical scrutineering as soon as possible after document approval. This means that the driver should be present at the document inspection immediately after arriving at the race venue.

12. Races

12.1 Usage of wet tires

See point 2.7 part 2 of the technical regulations. The STT stipulates that all participants **must** use Michelin tyres.

12.2 Max. number of persons working on a vehicle and Safety equipment

In all STT races, a maximum of 3 helpers including a lollipop spotter are permitted at the vehicle during the mandatory 3-minute pit stop. They must wear a yellow high-visibility vest. Helpers without high-visibility vests are not permitted, with the exception of the 2nd driver. The safety vests are standardised with the series logo and are provided by the series organiser free of charge (but with a deposit of 20,-€). Soiled or damaged vests will not be accepted for return!

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

It is the responsibility of the teams to ensure that the driver may only start from his stand if this is possible without endangering other participants. The vehicles in the fast lane have right of way! The speed in the pit lane is limited to 60 km/h! When entering and especially when leaving the pit lane, the speed must be chosen so that no participants or helpers are hindered. When the traffic lights are green, it is not permitted to stop before the pit lane exit. Any obstruction of a following participant may be penalised by the stewards with a time or drive-through penalty.

12.4 Mandatory pit stop

The pit stop must be made between the 15th and 25th minute. (not before 15 minutes 00 seconds 000 and not after 24 minutes 59 seconds 999). Measurements are taken between the pit entry and exit (60 km/h sign and end of the speed limit). Exceptions to the measuring lines depending on the venue and the nature of the race track will be announced at the drivers' briefing. If the time of 3 minutes, equal to 180 seconds, is undercut, this will be penalised with 5 seconds per second undercut with a surcharge on the total driving time. If someone enters the pits before the pit stop time window opens, the prescribed stop will only count from the start of the official opening! Skipping the pit stop in the prescribed time window will result in disqualification. Depending on the situation, the race director may extend the pit stop window.

Stopping zones are issued to prevent other participants from being blocked. Each participant must take up their assigned stopping position at the mandatory pit stop. This may also differ from the pit box he may be using! In addition, diagonal parking is mandatory, but be careful if you have to change lanes. Vehicles are always pushed back and, if possible, as far as the working area! It is not permitted to engage and use reverse gear when pushing back.

Regardless of the actual standing time, refuelling or changing the wheels is prohibited. In the unlikely event that a defective tyre has to be changed at the pit stop, only this defective wheel must be replaced. The defective wheel must be shown immediately to the DMSB technician for inspection. By 'defective wheel' we mean a foreign object or massive air loss! Defective wheels due to too harsh braking are self-inflicted and do not count! If the race is declared a "wet race", all wheel/tyre change regulations are suspended.

13. Titles, prize money and trophies

13.1 Title overall winner

The driver with the highest total number of points after all races, taking into account one discarded result, will receive the title:

Winner of the German Special Touring Car Trophy 2026

13.2 Prize money and trophies

Prize money totalling €20,000.00 will be offered for the STT Championship. 10,000.00 has been set for the winner of all participants registered in the series, €6,000.00 for 2nd place and €4,000.00 for 3rd place. The sum will be paid out in full and is not tied to a subsequent year! If, for any reason, fewer than 6 events are organised, the prize money will be adjusted accordingly.

Possible non-cash benefits will be distributed according to the instructions of the STT organisation and the advertising partners.

In each race, 30% of the starters (always rounded up), but at least three trophies from each division, will be awarded. The prerequisite is that there must be at least two starters in the division. Where possible, 30% of the participants should also be honoured on the podium or balcony after each race.

In the year-end rankings, the top 10 overall finishers and all division winners (1st to 3rd place) are expected to be honoured.

The best junior driver, gentleman driver and the best in the classic classification will also be honoured.

Awards in kind from sponsors and advertising partners may be distributed by the STT organisation in the form of a tombola or auction, but only for registered participants who have taken part in all races and are present in person at the annual award ceremony (championship ceremony). Full payment for the season is also a prerequisite. Full payment for the season is also a prerequisite. In the event of non-attendance or payment arrears to the STT, all claims will be cancelled.

13.3 Award ceremonies

The award ceremonies for the individual divisions usually take place directly after the races in the paddock. A podium is set up for this purpose. Drivers are required to attend the award ceremony in their driver's overall only. The award ceremony is part of the event and therefore compulsory for every participant

14. Protest and appeal

For 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 DMSB:

Status National A € 300,00

Appeal deposit - payable to the FIA: € 1,000.00

Status National A

(Protest and appeal deposits are exempt from VAT)

15. Exclusion of legal recourse 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 a judge within the meaning of § 661 BGB (German Civil Code), legal recourse is excluded.

(2) No claims for compensation of any kind can be derived from measures and decisions of the DMSB or its sports jurisdiction or the authorised representatives of the DMSB and the series organiser, except in the case of intentional or grossly negligent damage.

16. TV rights/advertising and television rights

The series operator STT holds all copyright and image rights, including images taken from STT television broadcasts.

All television rights of STT, both for terrestrial transmission and for cable and satellite television transmission, all video rights and all rights for utilisation by all electronic media, including the Internet, are held by the series operator STT.

Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of the series operator STT.

Participants agree that all their image and advertising rights arising in connection with their entry in the STT may be used free of charge by the series organiser for marketing the series beyond 2026.

17. Special provisions

17.1 Timekeeping

The timekeeping will be carried out with transponders. Every registered participant should have a permanently installed transponder!

Battery-operated transponders for individual starters (if required) are usually provided by the official timekeeping centre at the race venue for a rental fee of 80,- €. Participation without a transponder is not possible.

Part 2 Technical regulations

1. Technical specifications of the series

1.1 Overview of the advertised groups/classes

Only vehicles that fulfil the technical requirements of these regulations are used in the STT.

Classification is based on the principle of power-to-weight ratio, vehicle unladen weight divided by engine power in horsepower! The exception is Division V, Class 7, Porsche vehicles of the 997 and 991 model series, without R and Turbo. The final vehicle classification is the responsibility of the STT organisers and will be announced with the entry confirmation.

Division I (Group STT)

Class 1	STT Cars	1,60 – 1,99 Kg/PS
Class 1a:	STT Spezial	1,60 – 1,99 Kg/PS
Class 2:	STT Cars	2,00 – 2,49 Kg/PS
Class 2a:	STT Spezial	> 2,00 Kg/PS

Division II (Group STT)

Class 3:	STT Cars	2,50 – 2,99 Kg/PS
Class 4:	STT Cars	3,00 – 3,69 Kg/PS

Division III (Group STT)

Class 5:	STT Cars up to 2.0 litres Turbo with front wheel drive	2,50 – 3,69 Kg/PS
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Division IV (Gruppe STT)

Class 6:	STT Cars	3,70 - 5,00 Kg/PS
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Participants who are too far behind the second in their class based on power-to-weight ratio may be placed in the next higher class/division by the STT organisation and start there. This measure can also be applied after the official qualifying session. The participant can also be requested to take a measurement on a DMSB-approved engine test bench at any time.

1.2 Basics of the technical regulations according to

- Article 253 and 277 of Appendix J (ISG/international sporting code of the FIA)
- General provisions, definitions and clarifications of technical regulations (DMSB handbook, blue part)
- these present Technical Regulations
- All FIA – technical lists (FIA – Technical List) are available at:
<https://www.fia.com/regulation/category/761>

1.3 General/Preamble

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

1.4 Driver 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/balaclava, socks, shoes and gloves in accordance with FIA regulations is mandatory.

Furthermore, a helmet must be worn in accordance with DMSB regulations and FIA regulations (Appendix L of the ISG/international sporting code).

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

1.5 General provisions, authorised modifications and installations

Work may be carried out that is part of the normal maintenance of the vehicle or to replace parts that have become damaged due to wear or accident. After every accident, the vehicle must be inspected by the technical commissioner at the race venue.

1.6 Vehicle minimum weights and ballast

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

At no time during the event may the vehicle weight be less than that specified in the registration or individual entry form.

It is determined without driver and his equipment, without passenger seat and without the following liquids: Fuel quantity (except for the permitted residual quantity of 3 litres), fountain solution, drinking container.

When weighing, the wheels must be fitted with slick tyres that will be used in a race in dry condition. Any additional weights must be removed.

When weighing, the driver or his team must ensure that the vehicle can be refuelled with suitable means before weighing, this also applies to vehicles with a series tank. The participant must provide the appropriate containers and tools. To prevent damage, the scales must not be driven on by engine power, but only pushed.

A check must be carried out on a suitable and validly calibrated scale. The calibration protocol can be viewed at the STT organisation.

All installations or modifications that change the vehicle weight or engine power must be reported in writing in good time. Offences against weight or proven incorrect engine power will be punished with exclusion. For classification in the corresponding class or division, the series organiser and DMSB technician can question the stated engine power value after consultation with the manufacturer, engine builder, team, etc.

1.7 Displacement factor for turbocharged engines

N/A

1.7.1 Engine Power

A mobile dynamometer is used to check the engine power. Deviations of more than 3% of the engine power in horsepower stated in the entry form will result in an upgrade to the next higher division. All points scored up to that point will be forfeited!

1.8 Emission regulations

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

Vehicles with petrol engines must be equipped with a catalytic converter in accordance with DMSB exhaust regulations.

Vehicles with diesel engines must be equipped with a DMSB-homologated particle filter.

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 (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 observed (see DMSB handbook, blue section).

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

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

The **start number plates** (50x50 cm, alternatively 40 x 40 cm) must be used in the same size and scope, but it is permitted to remove the white area on the inside and outside (only possible with light-coloured vehicle paintwork). Attachment on both sides of the vehicle as well as the bonnet or, in exceptional cases, the vehicle roof. In addition, a further start number may be affixed to the top of the passenger side of the windscreen with a maximum height of 20 cm.

The **"H&R number plates"** must only be fitted in the area of the front and rear original licence plate area (number plate)! If the area is no longer available due to conversions, 1 adhesive plate of a slightly smaller size must be attached at the front and rear, left and right.

The **RAVENOL** stickers must be affixed to the front right and left of the bumper in a size of 30x6 cm. There must be no competitor logos within 50cm of these logos!

The **ISA Racing** stickers (approx. 15x30 cm) must be applied once on each side of the vehicle.

The adhesive strips of our **sponsoring partners** need to be attached to both sides.

The "40 Jahre STT" sticker must be affixed to the top of the **windscreen**.

The **Michelin tyre** stickers must be affixed on the left and right, front and rear! Advertising for other brands is not permitted in the visible area of the Michelin sticker and must be covered.

Technical scrutineering sticker, preferably on the left rear side window or side panel.

Actuators for 'battery disconnect switch' and 'fire extinguishing system' attached to the outside of the vehicle must be labelled with the respective sticker.

Inoperative switches and controls must be removed or masked in such a way that their inoperability is clearly recognisable. The respective symbol stickers must then be removed.

Advertising that competes with the series partners may not exceed the size of the series partners under any circumstances! Exceptional authorisations are only possible after consultation with the series organiser.

It is essential to ensure that the advertising stickers are fitted correctly in accordance with the 2026 instruction, particularly the vertical alignment of the number plates (H&R) in the centre of the vehicle. Holders may need to be fitted for mounting. **Plates stuck flat on the spoiler or bonnet will not be permitted.** Any self-advertising must be removed or affixed elsewhere!

The following special advertising regulations apply to the driver's equipment:

The words "Spezial Tourenwagen Trophy" must be affixed to the chest area of the driver's suit. Corresponding logos (stickers) will be made available to all registered participants.

A cap provided by the STT must be worn as headgear at the podium award ceremony after each race.

1.11 Safety equipment

Vehicles (except class 1a and 2a) must have the following safety equipment.

Unless otherwise stated, the article details refer to the current Annex J to the ISG/international sporting code.

- ☒ Pipes and pumps according to article 253.3.1 and 253.3.2 resp. article 259.6.2
- ☒ Oil collector according to article 259.7.4
- ☒ Fuel evaporation according to article 253.3.4
- ☒ 2-circuit braking system according to article 253.4
- ☒ Bonnet holder according to article 253.5
- ☒ Safety belts according to article 253.6 resp. article 259.14.2.1
- ☒ Hand-held fire extinguisher according to article 253.7.3
- ☐ Fire extinguishing system according to article 253.7.2 resp. article 275.14.1
- ☒ Roll cage device according to article 253.8
- ☒ Roll cage device according to article 253.8 (annex J 1993)
- ☒ Roll cage device according to article 277 (for class 8+9)
- ☒ Rear view mirror according to article 253.9 resp. article 275.14.3
- ☒ Towing eye/-equipment according to article 253.10 resp. article 259.14.6
- ☒ Safety film on window panes in accordance with DMSB regulations
- ☒ Laminated glass windscreen
- ☒ door safety net according to article 253.11 or DMSB regulations
- ☒ Additional attachment of the windscreen in accordance with article 253.12
- ☒ Isolator/ circuit breaker according to article 253.13
- ☐ Safety fuel tank according to FIA-Norm FT3/FT3-1999 resp. FT5 according to article 253.14 resp. 259.6.3
- ☐ FIA-homologated check valve in the fuel-filler pipe according to article 253.14.5
- ☒ Fire protection wall according to article 253.15 resp. article 259.16.6
- ☒ Seats and fastenings according to article 253.16

- ☐ Headrest according to article 259.14.4
- ☒ Rear light according to article 259.8.4.2
- ☒ Reverse gear according to article 275.9.3
- ☒ Ban on tyre pressure control valves according to article 253.17
- ☐ Article 277
- ☐ In accordance with Appendix K to the ISG/international sporting code

Cars of the classes 1a + 2a

- ☒ Fire extinguishing system according to article 253.7.2
- ☒ Roll cage device according 253.8 or article 253.8 (annex J 2002)
- ☒ door safety net according to article 253.11 or DMSB regulations
- ☒ Safety fuel tank according to FIA-Norm FT3/FT3-1999 resp. FT5 according to article 253.14 resp. 259.6.3
- ☒ FIA-homologated driver's seat according to article 253.16
- ☒ Article 277

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 organisation. Details can be found in the DMSB data protection guidelines at www.dmsb.de/de/datenschutz.

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 necessary, standardised fuel

Only unleaded fuel in accordance with Art. 266 Annex J (ISG), which complies with DIN EN 228, or diesel fuel in accordance with Art. 266 and DIN EN 590 may be used. Any additives, with the exception of air or lubricating oil in 2-stroke engines, are prohibited. In addition, the octane limit for petrol fuel is max. 103 ROZ instead of 102 ROZ.

The following standard fuel must be used:

If standard fuel is used, this must be stated in a bulletin approved by the DMSB or in the respective event announcement.

1.12.1 Fuel checks/inspections

The scrutineers may take fuel samples at any time during the event. The DMSB fuel regulations including residual fuel quantities (DMSB handbook, blue section) and the DMSB guidelines for fuel sampling apply.

1.12.2 Refuelling, refuelling systems and inspection

Refuelling during the 40-minute race is prohibited.

1.13 Definitions Technology

In addition to the definitions according to these regulations, the "General Provisions, Definitions and Clarifications of Technical Regulations" (DMSB Manual, blue part) and the definitions according to Art. 251 of Appendix J (ISG/international sporting code) apply.

2 Special technical provisions

2.1 General information

In addition to the Technical Regulations in accordance with Part 2 of this supplementary regulations, the following Special Technical Regulations also apply.

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

Only GT vehicles and touring cars built in 1966 or later are permitted to take part, the basic vehicle of which can be registered for public road traffic in the EC (i.e. normal road registration according to STVZO) and which was manufactured in a minimum number of 4 identical vehicles. Registrations with red licence plates, as a test vehicle or similar are not accepted.

The participant is responsible for providing proof of eligibility for registration. All vehicles must comply with the technical provisions of the STT regulations. The organiser (STT) alone decides on the eligibility to start in coordination with the DMSB.

2.2 Engine

The engine block and the number of cylinders are optional on condition that the engine block and the body are from the same manufacturer (not a group). The engine must be installed in the original engine compartment; the crankshaft axle must be retained. All other engine components are optional.

The engine may be equipped with a turbocharging system of any kind.

2.2.1 Exhaust System

See article 1.8

2.3 Power transmission

Four-wheel drive is only permitted if it was present on the original model.

The clutch, gearbox, final drive and all power-transmitting parts are exempt on condition that they remain in their original installation position.

2.4 Brakes

The brake system is optional insofar as it is designed as a 2-circuit brake system. Our lubricant partner RAVENOL Racing Brake Fluid R325+ is recommended as brake fluid.

2.5 Steering

The steering is optional.

2.6 Wheel Suspension

The wheel suspension is optional. The original wheelbase must be retained.
(Tolerance: +/- 1%)

2.7 Wheels (wheel disc + rim) and tyres

Wheels are optional. Carrying a spare wheel is not permitted.

The STT prescribes Michelin tyres for all participants (**mandatory**) Only tyres purchased from and marked by Service Crew Knüttel are permitted. The driver is responsible for affixing the "Crew Knüttel" logo to each tyre.

The vehicle may only be operated with four tyres from the same manufacturer. Preheating the tyres with tyre warmers or other methods is permitted. For safety reasons, two formation laps must be completed for distances shorter than 4,000 metres.

The wheels for changing tyres may only be brought to the vehicle when it is stationary. It is prohibited to prepare the wheels for changing tyres before the vehicle is in its designated stopping position in the working line!

2.8 Car Body and Dimensions

a) Car Body Outside (incl. window glasses)

Generally, every vehicle must have a stamped identification number.

The windscreen must be made of laminated glass. Tear-off films are recommended to avoid stone chips. For sprint races lasting up to 1.5 hours, the maximum number of tear-off films on the windscreen and headlights is 5. The films are part of the actual condition of the vehicle. Alternatively, a windscreen made of polycarbonate with a thickness of at least 5 mm is permitted. If a polycarbonate windscreen is used, it must be in perfect condition at all times during the competition. A demonstration at scrutineering is mandatory.

The standard bodywork may be lightened and/or reinforced. The original external shape of the bodywork may not be altered, with the exception of any wing extensions and aerodynamic aids. Another one may replace the standard radiator grille. The overall width of the vehicle must not exceed 2.2 metres, measured without wing mirrors. No part of the vehicle may touch the ground if the tyres lose air.

The underbody may be modified below the upper edge of the sill, provided that it has a minimum material thickness of 1 mm and can support a person weighing 75 kg. The transmission tunnel can be modified.

The installation of cameras on the outside of the vehicle body is prohibited. This does not apply to cameras fitted as standard (reversing cameras).

b) Passenger compartment/cockpit

The interior fittings of the passenger compartment are optional.

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

Dividing walls between the engine compartment or boot and the interior must be retained in their original form.

The installation of parts on or through these dividers is permitted, but this does not apply to the installation of the engine.

The driver's seat must come from a certified manufacturer (according to FIA standard 8855/1999, 8855-2021 or 8862/2009) and must not be modified. The permissible age of all seat belt standards as well as that of seats according to FIA standard 8855/1999 and 8855-2021 is limited to 5 years from the date of manufacture. The permissible age for seats according to FIA standard 8862/2009 is limited to 10 years in accordance with the homologation regulations of the FIA.

The seat mountings must comply with Art. 253.16 Appendix J.

Cameras are permitted in the passenger compartment, provided they are mounted with the appropriate brackets and at least 1 additional fuse in such a way that the driver is not impaired in any way (e.g. visibility, conditions, etc.). Each camera must be registered with the technical commissioner. All recordings must be made available to the STT organisation if required. The camera(s) and their storage medium would only be removed after the Parc Fermé.

c) Additional accessories

Permanently installed pneumatic jacks are permitted.

2.9 Aerodynamic aids

Aerodynamic aids must be attached to the original bodywork and must not significantly change the original exterior shape. They must not protrude beyond the width of the vehicle.

They may not protrude more than 20 cm beyond the outer edge of the bodywork at the front of the vehicle and no more than 40 cm at the rear. (Definition of the term bodywork equals the dimensions of the standard base model)

2.10 Electrical equipment

The lighting equipment is optional on condition that minimum lighting consisting of type-approved headlights, rear lights, brake lights and indicators is provided. A hazard warning light system is mandatory. When reverse gear is engaged, at least one white reversing light must illuminate at the rear of the vehicle.

Headlights may only be replaced by type-approved lighting equipment with headlight effect. A functional rear fog light (21 W) must be fitted to the rear of the vehicle, if not already fitted as standard, which is switched in such a way that it is always switched on when the headlights are switched on. A red LED rain light in accordance with FIA 8874-2019 at the rear can replace or supplement the rear fog light. This can be permanently illuminated or flashing.

The location of the battery is optional; in compliance with Art. 255.5.8.3 Annex J
If lithium batteries are used, only DMSB-registered lithium batteries may be used.

2.11 Fuel circular flow

The use of a FT safety tank is recommended in classes 1-6. Mandatory in classes 1a +2a.

The STT organisers can stipulate by bulletin that the fuel must be sourced from a specific local supplier for events. This serves to ensure equality; at the same time, you can be sure that it is the best commercially available fuel on the market. Unfortunately, this also means paying a higher price. If this fuel requirement is imposed at some events, it will be stipulated in the organiser's supplementary regulations and participants will also be notified in writing by the series organiser in good time.

2.12 Lubrication System

The lubrication system is optional. The products of our lubricant partner RAVENOL are recommended as lubricants, in particular RAVENOL RSS 10W60, RAVENOL Racing Gear Oil and Racing Brake Fluid R325+, available from the STT organisation at special conditions.

2.13 Data Transmission

External data transmission via telemetry is not permitted, with the exception of lap time measurements and radiotelephony. Stored telemetry data of the races and qualifications must be made available to the Technical Commissioner if necessary. The removal of storage media for data recording, after qualifying and races, is prohibited until the parc fermé is lifted.

2.14 Miscellaneous

At any time during the event, any participant may replace a vehicle that is damaged and no longer serviceable due to a defect or accident with a vehicle from the **same** division and the **same** group.

The vehicle change must be submitted in writing to the STT ORGA and the race organisers in good time. The prerequisite for the vehicle change is that the broken-down vehicle and the 'replacement vehicle' must first be presented to the DMSB technician. The replacement vehicle must be approved by the DMSB technician before the next session. The start number and the transponder must be retained.

3 Special technical provisions for vehicles in categories 1a and 2a

3.1 General

In addition to the Technical Regulations of this supplementary regulations, the following Special Technical Regulations also apply.

Anything not expressly authorised by these regulations is prohibited.

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

All article specifications refer to Appendix J to the ISG/international sporting code. The technical regulations for Category I (Group E1) or II (Group E2-SH +E2-SC) in Article 277 (DMSB Handbook, orange part) apply with the additional following specifications as follows:

Silhouette vehicles (e.g. DTM, V8 STAR or similar) as well as vehicles according to Art. 277 of the FIA Category I or II with 4 wheels not arranged in a line are authorised. FIA homologation is not required.

3.2 - 3.5

N/A

3.6 Wheel suspension

Article 275.10.3 does not apply, but chrome-plated suspension parts are not permitted.

3.7 Wheels (wheel disc + rim) and tyres

See point 2.7

3.8 Car Body and Dimensions

a) Car Body Outside (incl. window glasses)

The vehicle height determined at the roof or at the upper edge of the roll cage (for open vehicles) must be at least 1000 mm. The vehicle width results from the fact that there must be room for a second passenger seat in the passenger compartment that complies with safety regulations.

b) Passenger compartment/cockpit

The permissible age of the seat and belts is limited to 5 years from the date of manufacture. The permissible age for seats according to FIA standard 8862/2009 is limited to 10 years in accordance with the FIA homologation regulations.

The fastening must comply with Article 253.16 or Article 23 of the Group H regulations.

c) Additional Accessories

N/A

3.9 Aerodynamic aids

N/A

3.10 Electrical equipment

N/A

3.11 Fuel circular flow

The tank incl. filler pipe and box must be located in front of the front dividing wall of the passenger compartment or behind the main bar of the roll cage and at least 20 cm behind the driver's seat. The fuel tank including filler pipe must be sealed off from the driver's compartment by a liquid-tight and flame-retardant partition or box. The type plate on safety fuel tanks must be easy to check.

Additional DMSB regulation: Only original DTM vehicles may retain the tank version in the passenger area. The oval aluminium plate of the fuel tank must also seal off the rest of the passenger compartment through the box. In case of doubt, the participant must prove the originality of the vehicle.

3.12 Lubrication System

Every vehicle whose lubrication system has an open housing ventilation system must be equipped with an oil collection container with a capacity of at least 3 litres. The container must be made of transparent material or have a visible side section.

An oil lubricant container for dry sump lubrication may only be installed in the passenger compartment and only in the area of the spraying area to the engine compartment under the following conditions: There must be an entirely fireproof and liquid-tight dividing wall between the oil tank and the passenger compartment. The overall construction must be made of solid sheet steel with a minimum thickness of 0.8 mm or aluminium with a minimum thickness of 2 mm.

The products of our lubricant partner RAVENOL are recommended as lubricants, in particular RAVENOL RSS 10W60, RAVENOL Racing Gear Oil and Racing Brake Fluid R325+, available from STT Organisation at special conditions.

3.13 Data transmission

N/A

3.14 Car Identity Card/ Car technical passport

The "Group STT" must be entered in the DMSB technical passport of the car.

Part 3 Attachments / Drawings

N/A