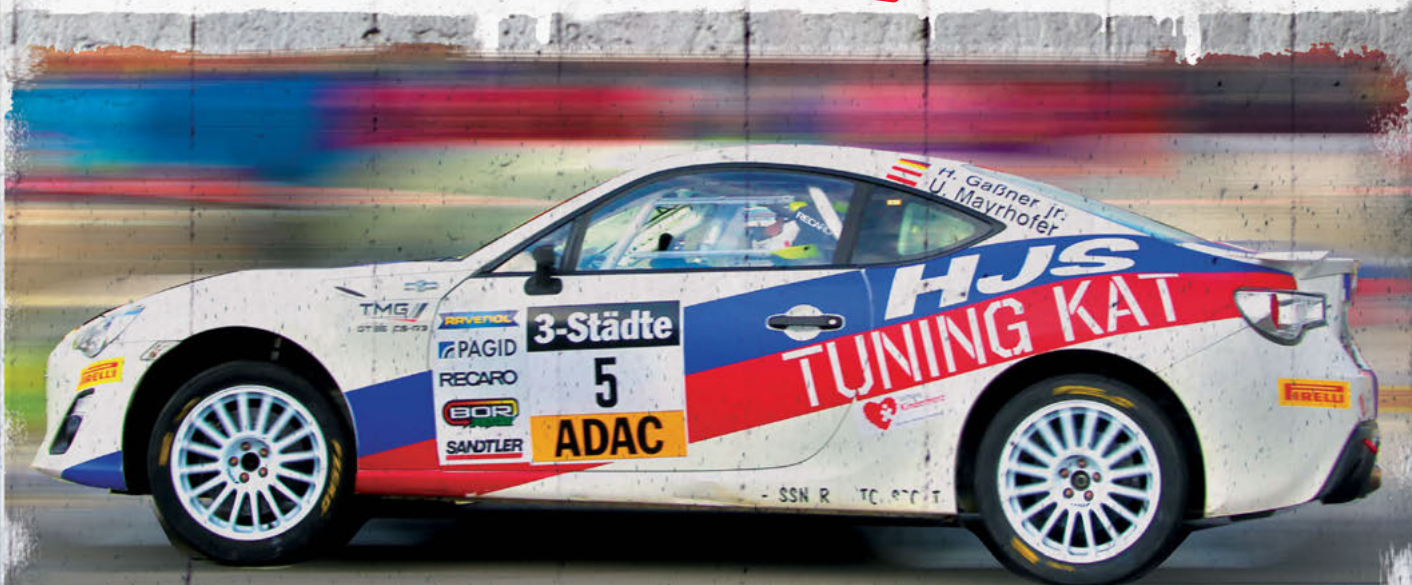


# GENERAL REGULATIONS

## HJS R3 TROPHY

racing by **TMG**



- ➔ 7 RALLIES
- ➔ 3-YEAR CALENDAR
- ➔ PRIZE MONEY FOR EACH EVENT
- ➔ CENTRAL PIT AREA
- ➔ FIA R3 CLASSIFICATION
- ➔ TYRE AND PARTS SERVICE
- ➔ CATERING AREA
- ➔ COMPLETE TEAMWEAR
- ➔ VEHICLE FINANCING AND LEASING CONCEPT BY TMG

www.facebook.com/hjsmotorsporttuning



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**HJS**  
Emission Technology

**PIRELLI**

**TMG**

**RAVENOL**

**PAGID RACING**

**BOR**  
power

**RECARO**

**SANTLER**

**SCHROTH**  
RACING

**BASTUCK**

# **DMSB**

## **General Regulations for Rally Series / Automobile Sport**

(as on 10.10.2014)

Name of the Series:  
HJS R3 Trophy

DMSB Visa Number:

### **Status of the Events**

International (registered in the FIA-calendar)     National A (incl. NEAFP)     National A

The status of the event will be specified in the corresponding Supplementary Event Regulations.

Preface:

The company HJS Emission Technology announce in cooperation with Pirelli, Sandtler, Ravenol, Recaro, Bor, Pagid and Toyota Motorsport the international

### **HJS R3 Trophy**

Promoter / Organisation: HJS Emission Technology GmbH

BB&S Motorsport Event GmbH

Contacts: Klaus Osterhaus

Tel.-No.: 0049 2373 987160

Mobil-Nr.: 0049 1759345698

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Homepage: [www. HJS-motorsport.de](http://www.HJS-motorsport.de)

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**The present Regulations consist of 20 pages and 1 attachments.**

## **Part 1 Sporting Regulations**

### **1. Introduction**

The series HJS R3 Trophy is organised in conformity with the provisions of the International Sporting Code and its appendices and the National Sporting Regulations of the (ASN). It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253 and 277).

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

The series is supported by the following companies:

HJS- TMG- Ravenol- Pirelli- - Recaro- Sandtler- Bor- Pagid- Schroth

### **2. Organisation**

#### **2.1 Details on titles and awards of the Series**

The HJS Emission Technology GmbH, hereinafter referred to as series organiser, organises the HJS R3 Trophy for the year 2016 .

#### **2.2 Name of the parent ASN**

DMSB – Deutscher Motor Sport Bund e.V.

#### **2.3 ASN Visa/Registration Number**

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on ..... with visa number .....

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

HJS GmbH Klaus Osterhaus, Dieselweg 12, 58706 Menden motorsport@hjs.com  
+ 49 175-9345698

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

Klaus Osterhaus  
Wolfgang Bürgel



## **2.6 Names of the Permanent Stewards (if any)**

N.N.

## **2.7 ASN's Delegates (if any)**

## **2.8 Series Delegates (if any)**

## **2.9 List of Officials**

.....  
.....

## **3. Regulations and Legal Basis of the Series**

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Rally Regulations
- DMSB Legal System and Code of Procedure (RuVO)
- FIA Legal System and Code of Procedure
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements

### **3.1 Official language**

German

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

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

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

### 3.3 General Definitions

N/A

## 4. Entries

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

The entrant and/or driver/co-driver must submit his application to be admitted to the HJS Emission Technology GmbH until 30 May 2015 by using the form provided by the series organiser "Application for registration".

The series organiser reserves the right to accept late application.

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

Address of the series organiser

Different address:

.....  
.....

~~With the submission of the "Application for registration", entrant and driver/co-driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series ..... (block entry).~~

With the registration, entrant and/or driver undertake to participate in minimum 75% of the qualifying events.

### 4.2 Entry fees for the season and per event

The registration/entry fees as well as a possible deposit are payable as specified on the "Application for registration". The following registration/entry fees are payable by the team:

2.000,00 Euro net. up to 31.12.2015



2.500,00 Euro net. up to 31.03.2016  
3.500,00 Euro net. after the 31.03.2015

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

All the accepted teams will receive a written confirmation of their registration.  
The series organiser reserves the right to refuse "Applications for registration" with having to give reasons.

#### 4.3 Competition-numbers

- The participants will get permanent competition-numbers from the series organiser for the whole season
- The participants will get new competition-numbers for every event by the event organiser

### 5. Licences

#### 5.1 Required grade of licence

##### a) Drivers

##### International Series:

- Drivers holding an International entrant's and driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade
  - A,  B,  C,  D,  H (historic), (please cross)and valid for the year 20... who are registered for the HJS R3 Trophy and have paid the registration fees are eligible.

##### b) Co-Drivers

- Co-Drivers holding an International entrant's and co-driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade
  - A,  B,  C,  D,  H (historic), (please cross)and valid for the year 20... who are registered for the HJS -R3 Trophy and have paid the registration fees are eligible.

##### National Series:

- Drivers/Co-drivers holding a National entrant's and driver's licence
  - Grade A issued by the DMSB or by another ASN of the EU affiliated to the FIA and/or
  - National Junior-Licence, and valid for the year 20..., registered for the ..... and having paid the registration fees are eligible.
- Drivers/Co-drivers holding a National entrant's and driver's licence
  - Grade A issued by the DMSB and/or
  - National Junior-Licence, and valid for the year 20..., registered for the ..... and having paid the registration fees are eligible.

Driver's and Co-driver's valid driving licence (according national traffic law).

- Employees of the ..... and their subsidiary companies are not eligible to participate.

#### **b) Entrants**

- Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 20... and have paid the registration fees.

*Sponsors or patrons wishing their name to appear beside the driver's name in the official programme as well as in the entry, start and result lists without assuming the entrant's responsibility at the same time may apply for a "DMSB Sponsor Car for companies, clubs, teams" (only valid for events in Germany approved by DMSB except FIA events and International Series).*

#### **c) Guest teams**

- The HJS -R3 Trophy may admit guest teams with a valid
- International entrant's and driver's licence or
  - National Licence Grade A
  - National Licence Grade C/C Plus for co-driver

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

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

#### **d) Age regulations**

- In accordance with the valid DMSB Licence Regulations

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

Foreign competitors/drivers have to present the approval of their own ASN according Art. 3.9.4 of the ISC.

*For events with the status „National A (NEAFP)“ DMSB licence holders are exclusively entitled to score points for the series. Licence holders from other ASN have the right for participation, however they can't score points in the series.*

## **6. Insurance; Liability exclusion and disclaimer**

### **6.1 Organiser's/promoter's insurance**

- In accordance with DMSB Event Regulations article 35

### **6.2 Declaration by the competitor, driver and passenger (= participant) on the exclusion of liability**

Participants take part in the event at their own risk (= untimed and timed practice, qualifying, warm-up, test and reconnaissance/inspection laps, races, heats, special

stages to achieve maximum speeds or shortest driving times). They bear the sole responsibility under civil and criminal law for any damage caused by them.

By submitting their entries, they waive any claims or rights to pursue action for damages in connection with the event against:

- the own participants (barring any other special agreements between the participants),
- the other participants respectively, the owners and proprietors of all the cars participating in the event (as far as the event takes place on a permanent or temporary closed track) and their assistants,
- the FIA, the CIK, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC e.V., the ADAC regional clubs, the ADAC local clubs and the corporations associated with the ADAC, their presidents, executive bodies, managing directors, secretaries general, staff and members,
- the promoter/series organiser,
- the Organiser, the officials and marshals, the circuit owners, the authorities' entities, racing services and all other persons involved with the organisation of the event,
- the organisation responsible for the construction and maintenance of roads, and
- the agents and other persons employed to perform an obligation, the legal representatives, the full-time employees and volunteers of all the above persons and entities as well as their members.

The disclaimer does not apply for damages or harm to life, body or health or any other damage resulting from the deliberate or negligent breach of duty, and not for any other damage resulting from the breach of a material contractual obligation committed by the group of persons released from liability. In the case of damages resulting from a slightly negligent breach of duty of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

The disclaimer applies to claims for any legal reason whatsoever, so in particular to claims for damages based on contractual and non-contractual liability and to claims from tortious acts.

Implied exclusions from liability shall remain unaffected by the above non-liability clause.

With the submission of the entry form, the participants understand that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during an event that is based on the achievement of maximum speeds.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the undersigned – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical record confidentially amongst each other and with regard to the clerk of the course, the chief rally doctor, the stewards, the chief medical officer, the DMSB doctors, co-ordination automobile sport (DMSB) and the insurance claims administration.

I agree to the storage, transmission and administration of my personal data in accordance with the DMSB Data Protection Provisions, under consideration of the German Data Protection Act. I have at all times the possibility to request information from the DMSB Data Protection Officer on these data and/or to make use of my right of objection.

The data protection provisions are available under [www.dmsb.de](http://www.dmsb.de) and/or from the organiser on-site.

### 6.3 Disclaimer of the vehicle owner

(Only required, if competitor, driver and passenger are not the owner of the entered car, see specifications above)

I agree with the participation of the vehicle specified on the entry form in the event (= untimed and timed practice, qualifying, warm-up, test and reconnaissance/inspection laps, races, heats, special stages to achieve maximum speeds or shortest driving times) and confirm to waive any claims or rights to pursue action for damages in connection with the event against

- the own participants and assistants,
- the other participants respectively, the owners and proprietors of all the cars participating in the event (as far as the event takes place on a permanent or temporary closed track) and their assistants,
- the FIA, the CIK, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC e.V., the ADAC regional clubs, the ADAC local clubs and the corporations associated with the ADAC, their presidents, executive bodies, managing directors, secretaries general, staff and members,
- the promoter/series organiser,
- the Organiser, the officials and marshals, the circuit owners, the authorities' entities, racing services and all other persons involved with the organisation of the event,
- the organisation responsible for the construction and maintenance of roads, and
- the agents and other persons employed to perform an obligation, the legal representatives, the full-time employees and volunteers of all the above persons and entities as well as their members.

The disclaimer does not apply for damages or harm to life, body or health or any other damage resulting from the deliberate or negligent breach of duty, and not for any other damage resulting from the breach of a material contractual obligation committed by the group of persons released from liability. In the case of damages resulting from a slightly negligent breach of duty of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

The disclaimer applies to claims for any legal reason whatsoever, so in particular to claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

## 7. Events

### 7.1 Calendar of events (provisional calendar possibly)

- 14.-16.04. 2016 Rallye Vogelsberg
- 05.-07.05. 2016 Rallye Sulingen\*
- 19.-21.05. 2016 Sachsen Rallye
- 24.-25.06. 2016 Rallye Stewede
- 14.-16.07. 2016 Thüringen Rallye
- 04.-06.08. 2016 Wartburg Rallye\*
- 29.09.-01.10. 2016 Rallye Baden-Württemberg

\* to be confirmed

### 7.2 Eligible cars

Eligible to participate in the HJS R3 Trophy are only vehicles rear wheel drive R3 homologated cars which fully comply with the technical prescriptions in these Regulations.

Eligible cars and division into classes

FIA R3.....

## 8. Classification

### 8.1 Scale of points

The following points will be awarded for the races:

1. Platz	20 Punkte	6. Platz	8 Punkte
2. Platz	16 Punkte	7. Platz	6 Punkte
3. Platz	14 Punkte	8. Platz	4 Punkt
4. Platz	12 Punkte	9. Platz	2 Punkt
5. Platz	10 Punkte	10. Platz	1 Punkt

All the results achieved in the qualifying races will be taken into consideration for the classification established at the end of the year. There are no void results.

~~In the case of ..... events, ..... results will not be considered for the final classification.~~

### 8.2 Equality of points

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

.....  
.....

## 9. Administrative checks

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

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- ASN confirmation, if applicable
- Medical aptitude form
- Completion of all details on the entry form
- Car insurance cover certificate
- Registration document and liability insurance certificate

Scrutineering:

- Homologation form (original)
- Datasheets
- SOS / OK –sign (DIN A 3)

## 10. Scrutineering/Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be submitted:

- Registration document *or motor vehicle registration certificate Part I*
- Copy of the vehicle title *or motor vehicle registration certificate Part II*
- Homologation form
- Copy with extract of G vehicle list
- Certificate for rollover structure
- .....
- .....

### 10.1 Repair, sealing and marking of vehicle parts

N/A

### 10.2 Scrutineering before the start and final scrutineering: Place and timetable

N/A

## 11. Fuel

### 11.1 Type of fuel and single fuel, if applicable

See Technical Regulations Art. 1.12

### 11.2 Fuel controls

Fuel samples may be taken by the scrutineers at any time during an event. The DMSB guidelines are applicable for taking fuel samples.

## 12. Refuelling and procedures

- According to the DMSB Rally Regulations, Art. 58.

## 13. Controls

According to the DMSB Rally Regulations, Art. 31.

#### **14. Running of the event**

See relevant Supplementary Event Regulations as well as the Rally-Guide.

#### **15. Road Closing Car**

According to the DMSB Rally Regulations, Art. 4.3 Appendix III

#### **16. Title, prize money and trophies**

##### **16.1 Title overall winner**

The title

#### **HJS R3 Trophy**

will be awarded to the team who has scored the highest number of points after all the qualifying events of the HJS R3 Trophy

##### **16.2 Prize money and trophies**

5.500,00 Euro each event

#### **17. Advertising**

##### **17.1 Advertising on the team equipment (driver and co-driver)**

There is no compulsory advertising to be placed on the team equipment.

The following advertising prescriptions are mandatory for the team equipment

The logos of the sponsoring partners are on the driver overalls and team clothing applied. For all events and official occasions wearing the team clothing is required

see attachment .....

##### **17.2 Advertising and start number on the race car** (see *Technical Regulations Art. 1.10*)

*ATTENTION: Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.*

#### **18. Protests and appeals**

The FIA International Sporting Code as well as, for series which are not international, the DMSB Legal System and Code of Procedure are applicable as well as the DMSB Rally Regulations.

Protest fee:

International licence sport: 500 €



International appeal fee against sports-court-decisions (DMSB) 1,500 €

International appeal fee (FIA) 6,000 €  
plus DMSB-fee for international appeal 3,000 €

(Protest and appeal fees are exempt from VAT)

#### **19. Exclusion of jurisdiction of a court and limitation of liability**

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

#### **20. Acceptance of the regulations**

With the signature on the “Application for registration” each entrant and driver of the HJS TMG CS-R3 Trophy confirms the acceptance of these regulations as a whole, including the DMSB provisions and the FIA International Sporting Code and appendices.

#### **21. Place of jurisdiction**

As far as there is no exclusion of jurisdiction and claims against the HJS Emission Technology GmbH are asserted und a jurisdiction clause pursuant to § 38 ZPO is admissible, 58706 Menden /Germany is herewith agreed as place of jurisdiction.

#### **22. TV rights/ Advertising and television rights**

All the copyright and picture rights lie with HJS Emission Technology GmbH, including the pictures which are adopted by television broadcasts on the HJS R3 Trophy.

All television rights of the HJS R3 Trophy, including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with HJS Emission Technology GmbH

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the HJS Emission Technology GmbH is prohibited.

#### **23. Specific regulations**

- The Specific Series Regulations are published in the attachment 1 .
- There are no additional Specific Series Regulations.

## **Part 2 Technical Regulations**

### **1. Technical Series Regulations**

#### **1.1 Summary of the eligible groups/ classes**

FIA R3 rear wheel drive

#### **1.2 Principles of the Technical Regulations in conformity with:**

- Art. .... of the Appendix J (FIA ISC)
- Technical regulations for DMSB group/s: .....
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part)
- These Technical Regulations

#### **1.3 General/Preamble**

**Anything which is not specifically allowed by the present regulations is prohibited.**

**Permitted modifications must not result in any illegal modifications or infringements of the regulations.**

#### **1.4 Driver's and co-driver's equipment**

The wearing of overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

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

#### **1.5 General, Permitted modifications and installations**

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

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

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

### 1.7 Equivalence formula for supercharged engines

[not applicable](#)

### 1.8 Exhaust prescriptions

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

- The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.
- The cars must be equipped with a single catalytic converter with the following specifications:  
.....
- The cars must be equipped with a DMSB homologated particle filter (applicable for Diesel cars).
- .....

### 1.9 Noise regulations

The maximum permitted noise limits are 95 dB(A) +2dB(A) + 3% dB(A).

This noise level will be determined in compliance with the DMSB short distance measuring method.

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

### 1.10 Advertising prescriptions and start numbers on the vehicles

The current FIA/DMSB prescriptions for start number and for advertising on the vehicles (see DMSB Yearbook, blue part) must be respected.

- There are no special advertising prescriptions issued by the series organiser.
- Under consideration of the FIA/DMSB prescriptions for start number and advertising on the vehicles, the following advertising is compulsory on the race car. (See also attachment ..... to these Regulations).

## 1.11 Safety equipment

The vehicles must comply with the following safety equipment.

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

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and accordingly Art. 259.6.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6 and accordingly Art. 259.14.2.1
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9 and accordingly Art. 275.14.3
- Towing-eye/device in compliance with Art. 253.10 and accordingly Art. 259.14.6
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass
- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15 and accordingly Art. 259.16.6
- Seats and attachments in compliance with Art. 253.16
- FIA homologated driver seat in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277*
- In compliance with the Appendix K to the ISC*
- in compliance with Article 260App.J ISG

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

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

The following single fuel must be used:

N/A

## **1.13 Technical definitions**

In addition to the definitions in compliance with the present Article and Article 3.3 (Part 1) of these Regulations, the "General regulations, definitions and clarifications to the Technical Regulations" (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

## **2. Specific technical regulations (if any)**

### **2.1 General:**

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

**Anything which is not specifically allowed by the present regulations is prohibited.**

**Permitted modifications must not result in any illegal modifications or infringements of the regulations.**

### **2.2 Engine**

#### **2.2.1 Exhaust system**

It is only allowed to use the exhaust system HJS Emission Technology which is laid down in the R3 homologation of the car. Look at nomenclature for HJS R3 Trophy

#### **2.3 Transmission**

N/A

#### **2.4 Braking system**

It is only allowed to use the braking pads from Pagid Racing. Look at nomenclature for HJS -R3 Trophy

#### **2.5 Steering**

N/A

#### **2.6 Suspension**

N/A

#### **2.7 Wheels (Flange + rim) and tyres**

It is only allowed to use the wheels from OZ Racing, 7 x 17``

It is only allowed to use the tyres from Pirelli, type RK 210/625 17

Look at nomenclature for HJS -R3 Trophy

## **2.8 Bodywork and dimensions**

### **~~a) External bodywork (including windows)~~**

### **b) Cockpit**

It is only allowed to use the seat from Recaro Racing, type PRO Racer SPG

It is only allowed to use Schroth Belts

Look at nomenclature for HJS R3 Trophy

### **~~e) Additional accessories~~**

## **~~2.9 Aerodynamic devices~~**

## **~~2.10 Electrical equipment~~**

## **~~2.11 Fuel circuit~~**

## **2.12 Lubrication system**

It is only allowed to use the motor oil from Ravenol, Oil additive from BOR.

Look at nomenclature for HJS R3 Trophy

## **~~2.13 Data transmission~~**

## **2.14 Other**

### Part 3 Attachments/Drawings:

Advertising on the car:



#### Attachment 2

Nomenclature for the HJS R3 Trophy

The nomenclature you can find on: [www.hjs-motorsport.de](http://www.hjs-motorsport.de)



**Name of the serie:  
HJS R3 Trophy**

**Appendix 1**

**The participants of the HJS TMG CS R3 Trophy undertake the competition vehicle with the products of the following partners equipped to operate /**

**RECARO : RECARO Pro Racer SPG (XL) oder RECARO Pro Racer SPA (XL)**

**Pirelli: tires**

**Schroth: seat belts**

**HJS: exhaust system**

**Pagid: brake pads**

**Ravenol: motor oil**

**Bor: oil additiv**



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[www.hjs-motorsport.de](http://www.hjs-motorsport.de)



- > Information all-around motor sports
- > HJS Motorsport – supply sources

