

Precisions and additives for Baltic Championship in class B-2000 according basic Regulations for the Group DMSB-2000 and the GERMAN TOURING CAR CHALLENGE 2002 (DTC) for season 2004

4.

The minimum weight of the car, including the driver and his full equipment, is:

For front-wheel driven cars: **1140 kg**
For rear-wheel driven cars: **1170 kg**

All cars must comply with this minimum weight, which is eventually increased, by the handicap weight at all times during the event.

A tolerance of 2 kg with regard to the result displayed on the organisator-weighing device is taken into consideration when weighing the car.

The weight determined by the scrutineer is a decision by a judge of fact and consequently final.

Handicap weights

Attribution

A handicap weight will be allocated to the drivers finishing into the top three places in a qualifying race, determined according to the following scale. This weight will be applied to the car of the driver concerned and will be added to the minimum weight of his car for the timed practice and the race during the following event. The handicap weights must be fixed in accordance with Article 2.5. Any increase or reduction in weight will take effect from the following event. The weight of the officially installed TV camera, the technical equipment and the TV antenna may be deducted from the handicap weight. The handicap weights are as follows:

1st place in a qualifying race = plus 30 kg
2nd place in a qualifying race = plus 20 kg
3rd place in a qualifying race = plus 10 kg

The maximum handicap weight, which can be attributed, is 60 kg.

A handicap weight exceeding the maximum handicap weight cannot be applied to a driver even if he finishes among the top three in the race concerned.

The handicap weight is related to the driver. It will be transferred to the new car if a driver changes car during the current season.

Any driver failing to participate in two successive rounds will be allocated the actual highest handicap weight for his vehicle type (with reference to the homologation form number) at his next participation. The DMSB, however, reserves the right to deviate from this regulation for drivers participating in a qualifying round for the first time. In all other respects, the prescriptions for the handicap weights are not affected by such a deviation.

Reduction

The handicap weights allocated can only be cancelled or reduced if the driver does not finish among the top five overall in the subsequent qualifying round in which the driver takes part. A driver is considered to be a participant in an event as soon as he crosses the start line once the start signal has been given or as soon as he passes the level of the signalling lights at the pit lane exit.

The allocated handicap weights will be reduced according to the following scale:

6 th to 10 th place in a qualifying race	= minus 10 kg
11 th place and over	= minus 20 kg
Participant in the race but non-finisher	= minus 20 kg

A handicap weight for a driver will not be reduced by more than 20 kg per event. Any driver who is excluded at an event will be regarded as non-participant in this event. Eventual handicap weights may in this case not be reduced for the next event in which he takes part.

5.10.

The lambda probe must be placed at a maximum of 20 cm after the junction plane of the different exhaust tubes of the performance manifold, or must be retained in its original position if the original exhaust system is used. The ONS/DMSB-homologated catalytic converter with homologation number DTC-1054-10 supplied by HJS is **recommended** for all cars.

6.1.3.

(b) Competition gearbox: In addition to the homologated standard ratio **one additional ratio** (5 forward gears plus reverse gear) **may be declared**. In this case, the declared number of teeth must be used without any tolerance.

17.1.

The original fuel tank **may be** replaced by an FT3 safety fuel tank. They must be placed in the luggage compartment or in their original location. It is recommended that the FT3 tank be filled with MIL-B-83054 safety foam.

17.4.

The only fuel permitted during the corresponding event is the commercial unleaded fuel, which complies with the German standard **DIN EN 228** (DIN 51 607) for Super Plus. Any modification of the prescribed fuel is prohibited. It is for example not allowed to add or extract any substances or to change their concentration. Any mixture with other fuels is prohibited.

After each official timed practice and each race, the competition cars must have at **least 1.5 litres fuel in the fuel system**. A protest against the remaining fuel amount is not admitted.

Only ambient air may be mixed with the fuel as an oxidant.

10.2.

Tyres are free. **Maximum width** of tyre is **200** (mm) (resp. size).

The corresponding tyre including the rim flange must, above the wheel centre, be covered by the corresponding mudguard when measured vertically.

Special notes:

Sealing

Facilities (for example bores in screw heads or in the housing) must be provided between engine block and gearbox housing, between engine block and cylinder head and between engine block and oil sump for seals to be easily applied by the scrutineers.

Any dismantling of the aforementioned parts carried out after sealing must immediately be reported to the scrutineers.

5.3.1.

If air filter box intake have other form which circular (diameter 80 mm), before each official timed practice and each race must be submit pattern of this intake to scrutineers if intake was changed.