



Official Regulations

State: MAY 2024

1. GENERAL

1.1. Kind of Events

One- or multi-day event in which an overall result is formed from several off-road special stages (one or more laps each). (In exceptional cases also one permanently race)

1.2. Teilnahmevoraussetzungen

Drivers/Teams of all nationalities with or without sportsdrivers-license are allowed to take part in the event. The drivers must hold a drivers license in accordance with the class of the vehicle they want to start with. All vehicles must be licensed to drive on public roads. Short-term license plates are permitted. If the RTG runs take place in closed terrain, road approval is not necessary if a liability insurance (e.g. a sports equipment or a motorsport insurance) can be proven which covers all possible hazards emanating from the vehicle outside of the actual special stages. Proof must be provided by the participant. Corresponding insurance for the event can be purchased on site.

1.3. Language of the Event

The official language of the event is German. All important informations and publications will also be offered in English. Possible translations into other languages might be offered as an additional service but do not have any official character.

1.4. Status of Ranking

The events are runs for the German Rally Raid Championship in the DMV (GORM). In addition, they do not have any rating status within FIA, FIM, European Championship, World Cup or other championships.

1.5. Number of Participants and Classification

All drivers/teams that have registered in time are permitted to start independent from the overall number of participants. The refusal of late-registrators is subject to the decision of the organiser. The requirement for a ranking in an individual class is the participation of at least three vehicles per class. Are there less than three vehicles registered in a class, classes may be combined for consolidated ranking.

The vehicle classes permitted for the respective event can be found in the announcement.

1.6. Registration

The application of the drivers / teams takes place as a registration for the individual event exclusively with the respective online form. After receipt of the registration form, the participant will receive a confirmation of entry. Subsequent changes are possible at any time.

The registration deadlines as well as the participation-fees are to be found in the announcement (www.gorm-open.de).

The participation fee will not be refunded, even partially, if you do not take part in the event(s), unless this is stipulated otherwise in the announcement. This does not apply if the event is canceled by the organizer.

The entry becomes automatically valid once the participation fee has been received in full. Late entries at an increased participation fee are possible until the paper acceptance.

The services included in the participation fee can be found in the advertisement.

Participants of less than 18 years of age need a written formless permission signed by their legal guardian.

1.7. Disclaimer

All participants declare with a special note in the online-formular that they will absolve the organizer and his staff, any authorities, companies or individuals, which supply routes or approve these, from all claims for indemnity resulting from damages and accidents in connection with the event. This also applies for eventually caused damages by accomplishments arranged by the organiser but carried out by third parties (sweeper truck, technical service, fuel service and alike). This renounce does not apply in cases of intent and gross negligence and for property and/or personal insurances. Each participant has the possibility to omit single stages or parts of these and accepts that the participation is on his own risk. In accordance with the requirements of the organizer's liability insurance, an additional signature can be requested at the paper acceptance.

1.8. Liability of the Participants

The participants and vehicle-owners respectively their vehicle-insurance-companies are liable for eventually caused damages. Excepted from this liability are damages caused to the vehicles of other participants during race stages except an intention can be proven. They are also liable, in cases of doubt driver, co-driver and vehicle-owner joint and several, for costs being generated in addition for the organizer during the event for example by vehicle salvaging.

1.9. General Rules of Conduct

All written and verbal informations and orders of the organisation-staff respectively of the organiser and his representatives have to be followed categorical. This is valid for the complete duration of the event on the entire event site including the paddock and campground.

Driving on the competition area is only permitted at the specified times and only with the competition vehicles. Service vehicles may only be used with the express permission of the race director and only for technical assistance (service trip) to drive into and out of the event site. Service vehicles must always have a valid liability insurance (road approval, short-term license plate). Proof of the relevant insurance coverage must be presented on request. Service vehicle drivers must be in possession of a valid driver's license for the respective vehicle. This must also be presented on request. Driving by the service vehicles must be slow, careful and considerate and must not influence the racing.

Following violations can be punished with time- or monetary fines or disqualification from the ranking:

1. Non-observance of the time for technical scrutineering and registration
2. Any driving on closed areas and / or on the rally route without express request by ORGA
3. Violation of (2.) also by team members or people who came to the event together with the team
4. Endangerment of spectators, participants or rally-staff outside the competition route by reckless driving or inadequate speed
5. Driving under influence of alcohol or drugs
6. Failure to attend announced driver briefings
7. Non-compliance of directives given by the ORGA (Organization, Rally-staff) or owner of the competition area
8. Non-compliance of environmental sanctions (see point 4)

1.10. Advertisement and Starting-Numbers

The advertisement of the event-sponsors supplied by the organizer has to be attached free of charge to all vehicles in accordance with the sticker-plan. The stickers have to be attached durable and clearly visible. In addition in the respective classes the following spaces have to be reserved for starting numbers: E1, E3, Q1, Q2, T3 right, left and front 20 x 20 cm each; CH, CS, T1, T2, T4.1, T4.2 right and left 40x40 cm each and on windscreen and rear-bumper 12 x 12 cm. Non-compliance with the advertisement rules can cause the disqualification from ranking.

The release from the mandatory advertisement (not starting-number placards) is possible against payment of a lump sum after consultation.

1.11. Drivers and Vehicles

Driver and co-driver are allowed to take turns driving the vehicles, provided they have a required driver's license for the vehicle class. Vehicles for which a co-driver has been named may also take part in the races without a co-driver. The vehicle may not be exchanged during the entire duration of the event.

2. IMPLEMENTATION, EVALUATION, OVERALL RESULTS, SECURITY

2.1. Execution of Special Stages

2.1.1 General

The special stages can take the form of distance stages, special stages with one or more laps or in the form of so-called hour-races are driven. Depending on the type of special stage, individual, group or mass starts are possible. The first stage, or a prologue, is started in the order of the race numbers, all subsequent stages in the order of the overall result of the already done stages in the classes. If a qualifying is carried out before the competition, the result of this qualifying determines the starting order.

The route can be marked. GPS device and trip master are then not necessary. If these devices are required in exceptional cases, this will be announced in the tender. There will be check points on the routes. Stopping, for example to stamp a board card, is only intended in exceptional cases and is announced and displayed accordingly.

2.1.2 Implementation and time keeping for special stages

Each vehicle starts according to a predetermined start time. This also applies to the entire start group for group starts. If a pre-start area and a pre-start time are specified, this will be published on the official notice. With manual timing, the finish time is displayed, noted and can be entered in boarding cards issued beforehand. The driving time in the special stage will be calculated from the start and finish times.

2.1.3 Implementation and time keeping for hour-races

Each vehicle starts according to a predetermined start time. This also applies to the entire start group for group starts. If the stage will be started as a mass start, all vehicles in the starting field have the same start time. If a pre-start area and a pre-start time are specified, this will be published on the official notice. Normally, timing and registration of the driven laps are done electronically using a transponder. With manual time keeping, the laps are counted and noted at the CP in the start / finish area, and possibly be stamped on the board card. After the set race time has elapsed, the actual finish time after completing the last lap is recorded for each vehicle. When crossing the finish line, the target time is displayed, noted and, if necessary, entered in board cards issued beforehand.

If the event consists of several hour-races, an overall result will be formed. In order to obtain comparable times that can be added together for an overall result, the following calculation is made for each hour-race for each vehicle:

1. Determination of the average lap time for each participant
2. Extrapolation of this average lap to the calculated total distance (number of laps of the participant with the most laps)
3. There will be resulting a (computing) time for each participant that he would have needed to cope with the calculated total distance.

This (computing) time is determined within the entire starter field or within one or more classes, depending on whether the entire starter field or only individual classes had to complete the same track layout.

2.2 Penalty times for special stages and hour-races

- when leaving the prescribed rally route (shortening) according to the advantage achieved - 10 min - 1h, at the discretion of the race director
- in violation of (2.4.3) - 10 min
- per minute or part thereof delay if the start time is not adhered to - 10 min
- CP omitted (not reached) - 1h
- Finish of special stage not reached - Maximum time * + 1h
- in case of failure or abandonment before the end of the hour-race (driven at least 1 lap) - Computing time corresponding to driven laps + 1h
- in case of failure or abandonment before the end of the hour-race (driven less than 1 lap) - Maximum time * + 1h
- when using help from ORGA or service during a stage - Maximum time * + 1h
- if a stage is omitted - Maximum time * + 2h

* ... Time (computing time) of the slowest vehicle what was rated

2.3 Overall result

All relevant times such as driving times from special stages and / or computing times from hour-races add up to the interim result after each competition day and the overall result in the individual classes after the last stage. Same tracks for special stages and / or hour-races presupposed, an overall classification of all participants will be created on this basis.

In order to end the event in classification and to be listed with a total time in the result lists, the vehicle in question must complete at least one rally stage (special stage or hour-race) with crossing the finish line and start on its own power into the last stage of the event.

If an event that consists of only one special stage (e.g. 12-hour- or 24-hour-race), the participant must have covered at the time of his cancellation at least 75% of the total distance or the distance done by the slowest vehicle in its class.

2.4 Safety regulations during the competition

2.4.1 Vehicle defect or accident

In case of a vehicle defect or accident, the following participants must be made aware of the defective vehicle using suitable measures. This is especially valid in the darkness. The driver has to stay with his vehicle until the ORGA has clarified how to proceed.

The following participant is obliged to provide information about accidents, technical failures or other emergencies to the ORGA at the next check point or in the start / finish area.

2.4.2 Assistance

Technical assistance between participants is permitted. In emergencies, especially medical emergencies, assistance is mandatory. For medical assistance appropriate time credits will be given by the race director.

2.4.3 Control areas (DK / CP / ZK)

If control zones such as check points (DK/CP), start and finish areas or timekeeping areas (ZK) are marked with appropriate signs, an overtaking ban and a speed limit of 30 km/h is valid from the beginning of the zone (yellow sign) to its end (cancellation sign). If there is additional a red sign, the vehicle must be stopped at this sign.

2.4.4 Paddock / pit lane

Entrance and exit to the paddock are marked with signs. Driving against the official travel direction is not permitted. A speed limit of 20 km/h applies throughout the paddock and pit lane.

Violations will be punished with time penalties.

The following points are checked every time you leave the pit lane onto the race track:

- correct functioning of the lighting system
- road safety of the vehicle after an accidents
- visibility of the race numbers
- driver / co-driver authorization identification bracelets

2.4.5 Entering the race track

For both safety and insurance reasons, entering the race track is prohibited throughout the race. This applies to spectators, mechanics, all other team members and the crews of damaged vehicles.

In the event of a vehicle defect or accident, the race track must be leave as quickly as possible and follow the instructions of the nearest marshal.

3. CLASSIFICATION AND PERMISSIBLE TECHNICAL MODIFICATIONS, SAFETY AND OBLIGATORY EQUIPMENT, GENERAL TECHNICAL REQUIREMENTS

3.1.1 E1 / Enduro

without special technical requirements

safety requirements:

- obligation of wearing helmets in general
- helmets according to ECE-norm
- enduro-specific protectors for chest, shoulder and back, gloves and motorbike boots

safety recommendation:

- helmets according to FIA-standard

obligatory & emergency equipment:

- medical emergency equipment

3.1.2 E3 / Enduro with sidecar

without special technical requirements

safety requirements:

- obligation of wearing helmets in general
- helmets according to ECE-norm
- enduro-specific protectors for chest, shoulder and back, gloves and motorbike boots

safety recommendation:

- helmets according to FIA-standard

obligatory & emergency equipment:

- medical emergency equipment

3.1.3 Q1 / Quad (2x4)

without special technical requirements

safety requirements:

- obligation of wearing helmets in general
- helmets according to ECE-norm
- enduro-specific protectors for chest, shoulder and back, gloves and motorbike boots
- pennant at the rear (at least 2m above the road)

safety recommendation:

- helmets according to FIA-standard

obligatory & emergency equipment:

- medical emergency equipment
- towing rope corresponding to the vehicle weight including fastening material

3.1.4 **Q2 / ATV (4x4)**

without special technical requirements

safety requirements:

- obligation of wearing helmets in general
- helmets according to ECE-norm
- enduro-specific protectors for chest, shoulder and back, gloves and motorbike boots
- pennant at the rear (at least 2m above the road)

safety recommendation:

- helmets according to FIA-standard

obligatory & emergency equipment:

- medical emergency equipment
- towing rope corresponding to the vehicle weight including fastening material

3.1.5 **T3 / Buggies/UTV/SSV/SBS (2x4 und 4x4) - max. empty weight: 999 kg**

without special technical requirements

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing, sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 4-point harness-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- special race seats (see 3.3.2)
- vehicle-specific roll cage (see 3.4.4)
- one fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- adequate wheel-covers (wings)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- 5- or 6-point harness-belt (see 3.3.2)
- roll cage as a welded safety cell
- mud-flaps at all wheels (see 3.2.4)

obligatory & emergency equipment:

- medical emergency equipment
- towing rope corresponding to the vehicle weight including fastening material, 2 steel shackles or soft shackles
- at least 1 spare wheel
- jack, backing board, wheel nut wrench

3.1.6 **CS / 4x4 Cars (standard cars) min. 5.000 pieces produced / empty weight: 1.000 - 3.499 kg / max. wide: 210 cm**

permissible technical modifications

- modified shocks in series dimensions, at unchanged fixing points
- modified springs, with unchanged spring mounting points
- wheel spacers with EC type approval or entered in the vehicle license
- changed tire/rim size, road legal (acc. to ETRO standard), entered in the vehicle license or certificate for this special car
- removal of the sky and carpet, removal of interior linings from the B-pillar backwards, removal of the rear seats
- replacement of steering wheel
- switching off airbag, ABS, ESP or comparable systems
- changed engine and / or gearbox (both at least 500 times as standard delivered in this vehicle model)
- improved engine-performance

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 3- or 4-point harnesses-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- seat with head-rest (see 3.3.2)
- 4-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, H-bar in the main bracket, roof diagonal bar) (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- adequate wheel-covers (wings)
- mud-flaps at all wheels (see 3.2.4)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing (see 3.3.1)
- 5- or 6-point harness-belt (see 3.3.2)
- special race seats (see 3.3.2)
- 4-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, H-bar in the main bracket, roof cross, flank protection) (see 3.4.4)
- 6-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, rear support bars, cross in the main bracket, roof cross, flank protection) (see 3.4.4)
- FIA-homologized flame-resistant drivers-clothing, sturdy shoes (see 3.3.1)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment

- at least 1 spare wheel
- jack, backing board, wheel nut wrench

3.1.7 T2 / 4x4 Cars (production cars) min. 5.000 pieces produced / empty weight: 1.000 - 3.499 kg / max. wide: 210 cm

permissible techn. modifications:

- modified shocks in series dimensions, at unchanged fixing points
- modified springs, with unchanged spring mounting points
- special shocks, or shocks with outside oil reservoir at original mounting points
- reinforcement of the original mounting points of the shocks without altering their position
- reinforcement of the original spring retainers without changing their position
- wheel spacers with EC type approval or entered in the vehicle license
- changed tire/rim size, road legal (acc. to ETRO standard), entered in the vehicle license or certificate for this special car
- changed tire/rim size, road legal (acc. to ETRO standard)
- replacement of rear side windows and / or rear window by other materials
- removal of the sky and carpet, removal of interior linings from the B-pillar backwards, removal of the rear seats
- replacement of steering wheel
- modified front bumper, modified rear bumper, at unchanged fixing points
- switching off airbag, ABS, ESP or comparable systems
- changed engine and / or gearbox (both at least 500 times as standard delivered in this vehicle model)
- improved engine-performance
- installation of additional tanks

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing, sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 4-point harness-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- special race seats (see 3.3.2)
- 4-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, H-bar in the main bracket, roof cross, flank protection) (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- adequate wheel-covers (wings)
- mud-flaps at all wheels (see 3.2.4)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- 5- or 6-point harness-belt (see 3.3.2)
- 6-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, rear support bars, cross in the main bracket, roof cross, flank protection) (see 3.4.4)
- roll cage as a welded safety cell
- FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg) (see 3.3.7)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment
- at least 1 spare wheel
- jack, backing board, wheel nut wrench

3.1.8 T1 / 4x4 Cars (prototypes) + 2x4 Buggies / empty weight: 1.000 - 3.499 kg / max. wide: 230 cm

permissible techn. Modifications:

- modified shocks in series dimensions, at unchanged fixing points
- modified springs, with unchanged spring mounting points
- special shocks, or shocks with outside oil reservoir at original mounting points
- double shock absorber systems, first shock absorber at original mounting points, second not larger as the first
- reinforcement of the original mounting points of the shocks without altering their position
- reinforcement of the original spring retainers without changing their position
- changed spring retainer and shock absorber fixing (increase spring travel)
- wheel spacers with EC type approval or entered in the vehicle license
- changed tire/rim size, road legal (acc. to ETRO standard), entered in the vehicle license or certificate for this special car
- changed tire/rim size, road legal (acc. to ETRO standard)
- special competition tires
- replacement of rear side windows and / or rear window by other materials
- removal of the sky and carpet, removal of interior linings from the B-pillar backwards, removal of the rear seats
- replacement of steering wheel
- modified front bumper, modified rear bumper, at unchanged fixing points
- switching off airbag, ABS, ESP or comparable systems
- changed engine and / or gearbox (both at least 500 times as standard delivered in this vehicle model)
- improved engine-performance
- installation of additional tanks
- body-parts in serial dimensions made of GRP, carbon or other special materials
- modified body work / special components
- special construction (axles, suspension, brakes, gearboxes, additional aggregates, etc.), individual productions (lattice frame or similar)
- Macrolon window panes
- tire-pressure regulation installations

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing, sturdy shoes (see 3.3.1)

- obligation of applying safety belts in general
- 5- or 6-point harness-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- special race seats (see 3.3.2)
- 6-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, rear support bars, cross in the main bracket, roof cross, flank protection) (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- adequate wheel-covers (wings)
- mud-flaps at all wheels (see 3.2.4)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- roll cage as a welded safety cell
- FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg) (see 3.3.7)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment
- at least 1 spare wheel
- jack, backing board, wheel nut wrench

3.1.9 **CH / 4x4 Cars + 2x4 Buggies (historical cars) / empty weight: 1.000 - 3.499 kg / max. wide: 230 cm / production date before 01/01/1990 ***

permissible techn. modifications:

- modified shocks in series dimensions, at unchanged fixing points
- modified springs, with unchanged spring mounting points
- special shocks, or shocks with outside oil reservoir at original mounting points
- double shock absorber systems, first shock absorber at original mounting points, second not larger as the first
- reinforcement of the original mounting points of the shocks without altering their position
- reinforcement of the original spring retainers without changing their position
- changed spring retainer and shock absorber fixing (increase spring travel)
- wheel spacers with EC type approval or entered in the vehicle license
- changed tire/rim size, road legal (acc. to ETRO standard), entered in the vehicle license or certificate for this special car
- changed tire/rim size, road legal (acc. to ETRO standard)
- special competition tires
- replacement of rear side windows and / or rear window by other materials
- removal of the sky and carpet, removal of interior linings from the B-pillar backwards, removal of the rear seats
- replacement of steering wheel
- modified front bumper, modified rear bumper, at unchanged fixing points
- switching off airbag, ABS, ESP or comparable systems
- changed engine and / or gearbox (both at least 500 times as standard delivered in this vehicle model)
- improved engine-performance
- installation of additional tanks
- body-parts in serial dimensions made of GRP, carbon or other special materials
- modified body work / special components
- special construction (axles, suspension, brakes, gearboxes, additional aggregates, etc.), individual productions (lattice frame or similar)
- Macrolon window panes
- tire-pressure regulation installations

* The following assemblies (include the permissible techn. modifications) must have been identical purchasable already before 01/01/1990: engine, turbo-charger, gearbox, axles, chassis (springs/dampers). In case of doubt, especially in the case of special conversions, the proof must be provided by the team

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing, sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 3- or 4-point harnesses-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- seat with head-rest (see 3.3.2)
- 4-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, H-bar in the main bracket, roof cross, flank protection) (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- adequate wheel-covers (wings)
- mud-flaps at all wheels (see 3.2.4)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- 4-point harness-belt (see 3.3.2)
- 5- or 6-point harness-belt (see 3.3.2)
- special race seats (see 3.3.2)
- 6-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, rear support bars, cross in the main bracket, roof cross, flank protection) (see 3.4.4)
- roll cage as a welded safety cell
- FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg) (see 3.3.7)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment
- at least 1 spare wheel
- jack, backing board, wheel nut wrench

3.1.10 **T4.1** / Trucks up to 7,499 kg empty weight / min. empty weight: 3.500 kg / max. wide: 250 cm

without special technical requirements

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing, sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 4-point harness-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- special race seats (see 3.3.2)
- vehicle-specific roll cage (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- additional safeguard against unintentional tilting of tiltable drivers-cabins
- adequate wheel-covers (wings)
- mud-flaps at all wheels (see 3.2.4)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- 5- or 6-point harness-belt (see 3.3.2)
- roll cage as a welded safety cell
- FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg) (see 3.3.7)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment
- at least 1 spare wheel
- jack, backing board, wheel nut wrench

3.1.11 **T4.2** / Trucks from 7,500 kg empty weight / max. wide: 250 cm

without special technical requirements

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing, sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 4-point harness-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- special race seats (see 3.3.2)
- vehicle-specific roll cage (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- additional safeguard against unintentional tilting of tiltable drivers-cabins
- adequate wheel-covers (wings)
- mud-flaps at all wheels (see 3.2.4)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- 5- or 6-point harness-belt (see 3.3.2)
- roll cage as a welded safety cell
- FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg) (see 3.3.7)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment
- at least 1 spare wheel
- jack, backing board, wheel nut wrench

3.1.12 **X1** (prototypes) with or without winch / 1.150-3.500 kg empty weight / max. wide: 250 cm

without special technical requirements

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 3- or 4-point harnesses-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- seat with head-rest (see 3.3.2)
- 6-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, rear support bars, cross in the main bracket, roof cross, flank protection) (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing, sturdy shoes (see 3.3.1)
- 5- or 6-point harness-belt (see 3.3.2)
- roll cage as a welded safety cell
- FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg) (see 3.3.7)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment
- at least 1 spare wheel
- jack, backing board, wheel nut wrench
- for the first stage it is recommended to carry a chainsaw with you

3.1.13 **X2** (close to series) with winch / 1.150-3.500 kg empty weight / max. wide: 210 cm

without special technical requirements

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 3- or 4-point harnesses-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- seat with head-rest (see 3.3.2)
- 4-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, H-bar in the main bracket, roof diagonal bar) (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing (see 3.3.1)
- 5- or 6-point harness-belt (see 3.3.2)
- 6-point roll cage (minimum requirement: roll bar on A- and B-pillars, connected along the roof frame, rear support bars, cross in the main bracket, roof cross, flank protection) (see 3.4.4)
- roll cage as a welded safety cell
- FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg) (see 3.3.7)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment
- at least 1 spare wheel
- jack, backing board, wheel nut wrench
- at least one winch
- for the first stage it is recommended to carry a chainsaw with you

3.1.14 **X3** (UTV/SBS) with winch / 400-1.150 kg empty weight

without special technical requirements

safety requirements:

- obligation of wearing helmets during competition
- helmets according to ECE-norm (see 3.3.1)
- sturdy shoes (see 3.3.1)
- obligation of applying safety belts in general
- 3- or 4-point harnesses-belt (see 3.3.2)
- at least 1 belt cutter / belt knife
- special race seats (see 3.3.2)
- vehicle-specific roll cage (see 3.4.4)
- two fire-extinguisher in the inner space (min 2Kg) (see 3.3.7)
- emergency stop switch (see 3.3.6)
- towing eyes/hooks in front and rear (3.3.10)

safety recommendation:

- helmets according to FIA-standard (see 3.3.1)
- FIA-homologized flame-resistant drivers-clothing (see 3.3.1)
- 5- or 6-point harness-belt (see 3.3.2)
- roll cage as a welded safety cell
- FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg) (see 3.3.7)

obligatory & emergency equipment:

- towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m), 2 steel shackles or soft shackles
- medical emergency equipment
- at least 1 spare wheel
- jack, backing board, wheel nut wrench
- at least one winch
- for the first stage it is recommended to carry a chainsaw with you

3.2 General technical information

In principle, the technical regulations adhere to the criteria of the German STVZO §1

3.2.1 Lighting and signaling devices

In general: pay attention to the lamp approval! / pay attention to the "Additional lighting" chapter!

For all types of headlights with replaceable bulbs, replacement bulbs must be available and replaced of a defect during racing.

The following applies to classes CS, T2, T3, CH, X3, X2, X1, T4.1 and T4.2:

Front:

Main headlights with high and low beam as well as parking lights, arranged in pairs, symmetrically to the longitudinal axis of the vehicle. The high beam indicator at dashboard must be functional. Direction indicators (flasher) are mandatory.

The following applies to events with special stages in the dark:

A pair of additional high beam or fog lights are mandatory. These must have a type approval and be approved in the relevant category. Working lights are generally prohibited.

Rear:

All vehicles must have 2 taillights and 2 brake lights installed at the rear, as well as direction indicators (flasher).

Individual components may also be installed separately.

In addition, a 3rd brake light must be installed in the highest possible position.

The following applies to special stages with increased dust generation or in the dark:

At least one red flashing light (60-120 times per minute) must be installed at the rear. This must function permanently (even when the vehicle is switched off) and be installed at a height of at least 1.25m. Battery or rechargeable battery-operated lights are permitted.

Different colored lights are not accepted.

The following applies to classes Q1 and Q2:

Front:

Main headlights with high and low beam as well as parking lights, arranged in pairs, symmetrically to the longitudinal axis of the vehicle. If only one main headlight is originally installed, it will be accepted. The high beam indicator at dashboard must be functional. Direction indicators (flasher) are mandatory.

The following applies to events with special stages in the dark:

At least one additional high beam or fog lights is mandatory. These must have a type approval and be approved in the relevant category.

Working lights or bicycle lights are generally prohibited!

Rear:

All vehicles must have at least 1 taillight and 1 brake lights installed at the rear, as well as direction indicators (flasher).

Individual components may also be installed separately.

The following applies to special stages with increased dust generation or in the dark:

At least one red flashing light (60-120 times per minute) must be installed at the rear. This must function permanently (even when the vehicle is switched off) and be installed in the highest possible position. Battery or rechargeable battery-operated lights are permitted.

Different colored lights are not accepted.

Illuminated safety pennants are permitted.

For your own safety, a battery-powered light (e.g. bicycle rear light or similar) must be attached to the back of the helmet and switched on permanently in the dark.

The following applies to classes E1 and E3:

The following applies to special stages with increased dust generation or in the dark:

One red flashing light (60-120 times per minute) must be installed at the rear. This must function permanently (even when the vehicle is switched off) and be installed in the highest possible position. Battery or rechargeable battery-operated lights are permitted.

Different colored lights are not accepted.

For your own safety, a battery-powered light (e.g. bicycle rear light or similar) must be attached to the back of the helmet and switched on permanently in the dark.

3.2.2 Additional lighting

The following applies to all classes:

Only additional headlights approved for road traffic (fog or driving lights) may be used at the front.

Additional headlights must be installed in pairs in classes T1, T2, T3, T4, X1, X2, X3, CS and CH.

Individual additional headlights are permitted in classes Q1 and Q2.

The number of additional headlights is limited to 4 and the mounting height is optional. A maximum reference number of all headlights that can be switched on at the same time is limited to 150 (Reference number of headlights is marked on approved systems). Headlights that are not approved must be masked off and secured against being switched on. If there are more than 4 additional headlights, all excess headlights must be taped off and secured against being switched on accidentally. These can be activated to substitute defective lights.

If so-called light bars are to be installed individually, they must be attached centrally to the vehicle's longitudinal axis and have a minimum width of 75 cm, in classes Q1 and Q2 also shorter. In case of doubt, proof of road approval must be provided by the participant.

LED bars with light source controls separated in the middle are treated as "pairs".

Individual LED bars may be installed as a replacement for a pair of additional headlights.

Individual defective LED bars do not need to be replaced as long as they are installed in pairs.

If only one bar is installed as an additional headlight, it must be replaced if it is defective!

3.2.3 Signal horn (horn)

The following applies to all classes:

A functioning signal horn must be installed. The design is optional, sirens etc. are not permitted.

3.3 **General safety regulations**

3.3.1 Driver clothes and equipment

FIA-homologated flame-resistant driver clothing, helmets, footwear, motorcycle clothing, enduro-specific backs, chest and shoulder pads as well as motorcycle boots must be in an undamaged condition.

In vehicles without a windshield, helmets with a closed visor or protective goggles are required.

The complete equipment must be presented at the technical scrutineering in the number of drivers and co-drivers registered.

Helmets without a test mark will not be accepted!

3.3.2 Seats / safety belts

The following applies to classes CS, T2, T3, CH, X3, X2, X1, T4.1 and T4.2:

Seats and seat consoles must be fastened securely and without wobbling using all the screws intended.

All seats must be suitable for the installed belts. Shoulder straps must be secured by the seat to prevent them from slipping.

The seat belts must not be fitted to the seat or console. All belt fixing points must have sufficient strength.

Automatic safety belts such as "Schroth Autocontrol" are not permitted.

3.3.3 Partitions and safety nets

The following applies to classes T1, T3, T4.1, T4.2, X1, X2, X3 and CH:

Are the following components located directly (up to 50cm) behind the driver or co-pilot(s) and are they not installed there as standard

- battery with liquid acid filling
- radiator and/or coolant reservoir
- parts of the exhaust system,

a partition wall must be installed that offers the driver or co-pilot(s) appropriate protection from exhaust fumes, acid, leaking operating fluids, hot media and loose parts. The minimum requirement is a heat-resistant and acid-proof film, for example attached at the roll bar.

The following applies to classes T1, T3, T4.1, T4.2, X1, X2, X3 and CH:

If there are no side windows, protective nets must be installed.

The following applies to classes Q1 and Q2:

Safety nets or running boards must be installed under the footrests to protect against foot injuries.

3.3.4 Fuel tanks

If fuel tanks installed in the vehicle interior of the classes T2, T1, X1, X2 or CH, an impermeable and non-flammable partition must be installed to separate the tank from the actual passenger compartment. This is not valid, if FIA-homologated safety tanks are used, provided that all of the elements (the filler neck, fuel lines and air valve) are matching with this homologation. In doubt, the driver/team must prove it at scrutineering.

3.3.5 Vehicle batteries

The battery poles must be protected always and in all classes with appropriate cover (no adhesive tape or similar). Secure fastening of the battery using screws or a tension belt is mandatory. If the vehicle battery is installed in the interior, it must be done in a liquid-tight, acid and impact-resistant container of plastic or other non-conductive material with appropriately secure fixings.

3.3.6 Emergency stop switch

The following applies to classes CS, T2, T3, CH, X3, X2, X1, T4.1 and T4.2:

There must be a mechanical / electromechanical / electrical emergency stop switch inside and outside.

The emergency stop switch on the outside should be mounted in the area of the A-pillar and must be marked with a lightning bolt symbol (at least 10cm tall). Inside, the emergency stop switch must be reachable to driver and co-driver when they are wearing their seatbelts and must also be clearly marked.

Minimum function: switching off the engine and fuel delivery device (petrol pump etc.)

Optimal function: Additional separation of the on-board electrical system from the battery.

The following applies to classes Q1 and Q2:

A so-called "kill switch" is not mandatory, but is strongly recommended because of its high security relevance.

3.3.7 Fire extinguisher

The following applies to classes CS, T2, T3, CH, X3, X2, X1, T4.1 and T4.2:

Every fire extinguisher must be securely fastened so that it remains in its holder even in the event of an accident or rollover. The fastening must be removable quickly and without tools (e.g. steel tension strap with quick release). Tension straps are not permitted.

At least 1 fire extinguisher carried in the vehicle must be reachable of the driver and co-pilot in any situation (accident, rollover) with the seat belt fastened and tightened. If the driver/co-pilot leaves the vehicle after an accident, they must take their own fire extinguishers with them.

When using fire extinguishing systems, all triggers must be marked separately, clearly and so that they cannot be confused.

3.3.8 Vehicle interior

Transportation of fuel canisters or other containers with fuel is not permitted.

All in the interior carried items such as spare wheels, tools, first aid kit, fire extinguisher, etc. should be fastened with sufficiently dimensioned brackets so that they can move under no circumstances (accident, rollover).

In vehicles without side windows, the window openings must be secured with nets.

Fuel lines must not be routed through the interior. All other liquid-carrying lines in the interior must be precisely processed and protected from damage.

3.3.9 Vehicle body

All body and add-on parts must be mounted firmly and secured against loss. This particularly applies to moving body parts such as hoods and doors.

Sharp edges, protruding screws and attachments that could pose a risk of injury to others must be avoided and, if in doubt, will be complained during technical inspection.

Make sure there are sufficient wheel covers (wings) in classes CS, T1, T2, T4 and CH.

3.3.10 Towing / recovery eyes

The following applies to classes CS, T2, T3, CH, X3, X2, X1, T4.1 and T4.2:

There must be at least one towing eye at the front and rear, each marked with a red arrow. The inner diameter must be at least 50mm and be suitable for steel shackles. The design and installation must be sufficiently stable to be able to tow the vehicle under all conditions. Textile towing loops are not permitted.

3.4 **Roll cages**

3.4.1 In general valid:

All welding work and fastening points of the roll cages must be carried out professionally.

All parts of the cage in the occupant's head area must be padded, e.g. flame-retardant heating pipe insulation with at least 15mm wall thickness or F.I.A. compliant padding material.

Vehicles with improperly manufactured, corroded or damaged roll cages will not be allowed to take part.

The race director reserves the right to exclude vehicles with self-welded roll cages from the race after risk assessment.

3.4.2 CS, CH, T2, T1, X2, X1

Roll cages in this classes should be manufactured in accordance with the FIA standard (Article 253 Appendix J ISG).

In particular, the information specified there on material dimensions and material quality must be adhered to.

The minimum requirement here is protection from the A-pillar to the B-pillar with appropriate stiffeners/diagonals/crosses, see sketches 253-1 to 253-12.

For vehicles with very sloping A-pillars, additional support (sketch 253-15) is required. This is the case if dimension "A" in the sketch exceeds 15cm.

The roll cage must be screwed to the body/chassis in accordance with sketch 253-51. The size of the reinforcement plate must be at least 120 cm².

Screws M8 or larger with a minimum quality of 8.8 must be used.

Aluminum roll cages are not permitted.

3.4.3 T4.1 and T4.2

In truck classes, roll cages must be dimensioned big and strong enough in accordance with the higher vehicle weights in order to provide sufficient protection.

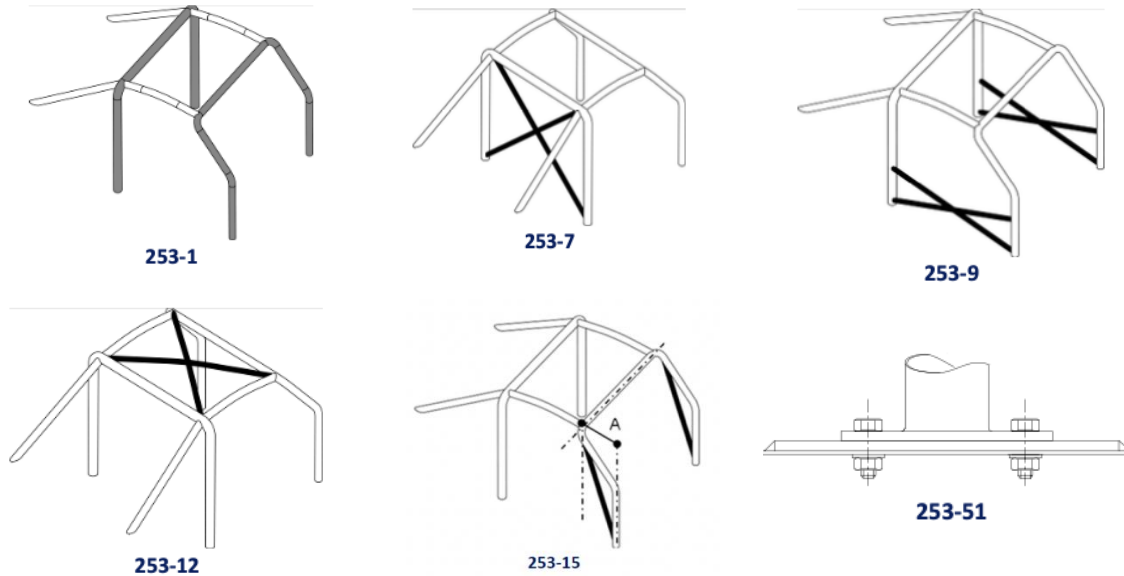
3.4.4 T3 and X3

A roll cage based on the F.I.A. Standard 253 Annex J is mandatory.

If an original cage without diagonals is installed that does not meet the requirements of sketches 253-7 to 253-12, the corresponding diagonals (better crosses) must be welded in later. For vehicles with very sloping A-pillars, additional support (sketch 253-15) is required. This is the case if dimension "A" in the sketch exceeds 15cm.

All parts of the cage in the occupant's head area must be padded.

Vehicles with improperly manufactured, corroded or damaged cages will not be allowed to start.



3.5 Transponder

The transponders provided by the organizer must be attached so that they can "see" the road. The installation must be carried out in such a way that the transponder cannot be torn off or damaged by flying stones.

The correct function of the transponder will be checked at the start of the installation lap on the race track.

Disadvantages in scoring or timekeeping due to loss or damage to the transponder are at the participant's expense and will not be compensated in any way.

3.6 **Important final information**

All not described alterations are not allowed.

If you have any questions about the technical regulations or the execution of technical modifications and installations on the vehicle, please contact our technical commissioner H.-C. Maurer.

email: maurer@offroad-partner.com

3.7 **Alternative drive concepts**

In the vehicle classes CS, T3, T2 and T1, in addition to vehicles with combustion engines, vehicles with alternative drive concepts (hybrid / battery-electric / fuel cell) are expressly permitted since 2022, provided they meet the regulations of the respective vehicle class in all other points.

3.8 **Final note**

All competition vehicles must be in a traffic safe condition.

Vehicles that are not registered for public road traffic at the time of the event must be in a registrable condition in all respects (with the exception of any competition tires that may be mounted). This will be assessed during the technical scrutineering.

4. **ENVIRONMENTAL PROTECTION**

It has to be monitored that in extreme situations (roll-over) no fuel or oil can leak out. The fuel-tanks and the oil sump have to be protected against external damages (Underride guard). Filler-caps have to be replaced eventually by screw-on caps.

If refueling of the vehicles is permitted in the competition area, this must only be done at the designated places. Fuels may only be carried and made available by the service teams in containers approved for it. Special requirements for refueling the vehicles can be found on the official notice and must be observed under all circumstances.

Vehicle repair may only take place at the designated areas. Doing so the vehicle has to be placed on a large scale, fuel resistant component (tarpaulin).

All vehicles (CS, T3, T2, T1, CH, T4.1, T4.2, X1, X2, X3) must carry 3kg of oil binding agent (e.g. cat litter) to absorb leaked liquids.

Non-compliance of the environmental specifications may have the consequence of disqualification from the event.

5. **REGISTRATION, TECHNICAL SCRUTINEERING**

5.1 **General**

The registration of the teams and the vehicle presentation to the technical scrutineering is compulsory and must be carried out at the specified time. The checking staff must get unimpeded access to the vehicles.

5.2 Documents-Check

Before the race starts, start-numbers, the event-advertisement and the actual informations of the ORGA will be handed out to all drivers/teams. In this moment all drivers have to present their valid drivers-license unrequested. Co-drivers under 18 years of age present the formles permission by their legal guards. Beyond that each vehicle owner or his representative have to present the proof of a valid vehicle insurance on demand of the race director. The disclaimer must be signed on request. Depending on the event, it is possible to take out motorsport insurance for the duration of the event.

5.3 Technical Scrutineering

At the scrutineering it will be checked whether the respective vehicle has been registered in the proper class in accordance with the technical requirements. It will be checked whether the vehicles are in a safe roadworthy condition.

It will be checked whether vehicles that are at the time of the event not registered for public traffic are in a registrable condition.

Particular attention will be paid to the following details:

- condition of wheel bearings, wheel suspensions, steering and braking system
- fastening of seats and seat belts
- construction and fastening of the roll cage and its padding
- reachability of the fire extinguishers when wearing a seatbelt and the belt is tightened
- presence of radiator cover if a rear radiator is mounted
- design of the towing eyelets
- function of the emergency stop switch including engine stop
- function, type and design of all lighting equipment (including the dust lights) and the horn
- condition and installation of the fuel system
- personal protection (edges, risk of injury)
- check for leaks in the engine, transmission, axles, steering (environmental protection)
- check of the noise level
- at Q1 and Q2, the presence of the warning pennant at the rear and the warning light on the helmet will be checked

Additional the compliance with the safety- and environment protection rules will be checked.

The attachment of race numbers and mandatory advertising will be checked.

During the scrutineering all teams have the chance to examine the vehicles of the competitors. On demand insight into the engine compartment has to be allowed.

The technical scrutineering takes place according to the schedule or by notice.

6. PROTESTS

6.1 General

Protests must be submitted in writing to the race director. Each protest may contain only one complaint and may be filed only by one team.

6.2 Admission of Protest

Only participants registered for the respective class have the right to protest.

6.3 Costs of Protest

All protests must be accompanied by a protest fee of EUR 300.00. The protest fee will be refunded if the protest is justified. The loser of the protest, especially at technical protests, bears all further incurred costs, e.g. for removal and testing of components

6.4 Types of Protests

6.4.1 Protests against classification and in technical matters

Protest against the classification of a vehicle have to be filed in writing until latest 15 min after end of scrutineering at the race director. After expiry of this deadline a protest against the classification may only be filed in well-founded exceptional cases.

Before the begin of any eventual dismantling the amount for doing so, which will be decided by the race director, has to be deposited by the protesting team. In case the protest was entitled the costs will be refunded.

6.4.2 Protests against time measurement

Protests against time measurement or because of faulty stamps in the time-card have to be filed latest until 15 minutes after it became known.

6.4.3 Protests against evaluation

Protests against evaluation, time-penalties or the daily or overall-result have to be filed until latest 30 min after the results have been poste.

6.5 Deadlines of protest

After elapse of the respective deadline no more protests are admissible.

6.6 Protest decisions

All protests will be decided by the court of arbitration consisting out of the race director and at least 2 members of the ORGA.

6.7 Appeal

Against a spoken out decision no appeal can be filed.