



## Official Regulations

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e-mail: [js-motorsport@t-online.de](mailto:js-motorsport@t-online.de) Internet: [www.rt-germany.de](http://www.rt-germany.de)

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### 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.

#### 1.6 Registration

The application of the drivers / teams takes place as a registration for the individual event exclusively with the respective online form. The registration deadlines as well as the registration-fees are to be found in the RTG-announcement ( [www.rt-germany.de](http://www.rt-germany.de) ). In case of non-participation in the event (s), the entry fee will not be refunded, not even in part. This does not apply if the event is canceled.

The registration is valid after receipt of the online registration form and the entry fee and will be confirmed by e-mail. Late entries are possible up to paper acceptance for higher entry fee.

The entry fee always includes the stand fee in the paddock for a truck / transport vehicle with trailer, the competition vehicle, a service vehicle and two support vehicles with caravans or mobile homes. It includes the provision of rescue services and catering.

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 categorically. 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; 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 (max. 2) 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 rally 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.

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. With manual time keeping, the laps are counted and noted at the CP in the start / finish area, and possibly be stamped on the boarding 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 boarding 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 the 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.

## 3. CLASSIFICATION, PERMISSIBLE TECHNICAL CHANGES, SAFETY REQUIREMENTS, OBLIGATORY EQUIPMENT

### 3.1 Classification and Requirements

#### 3.1.1 E1 / Enduro

- without special technical requirements
- safety requirements acc. 3.3: - 2;3;5
- safety recommendation acc. 3.3: - 4
- obligatory & emergency equipment acc. 3.4: - 2

#### 3.1.2 E3 / Enduro with sidecar

- without special technical requirements
- safety requirements acc. 3.3: - 2;3;5
- safety recommendation acc. 3.3: - 4
- obligatory & emergency equipment acc. 3.4: - 2

#### 3.1.3 Q1 / ATV (4x4)

- without special technical requirements
- safety requirements acc. 3.3: - 2;3;5
- safety recommendation acc. 3.3: - 4
- obligatory & emergency equipment acc. 3.4: - 2

#### 3.1.4 Q2 / Quad (2x4)

- without special technical requirements
- safety requirements acc. 3.3: - 2;3;5
- safety recommendation acc. 3.3: - 4
- obligatory & emergency equipment acc. 3.4: - 2

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

- without special technical requirements
- safety requirements acc. 3.3: – 1;3;6;8;11;12;17;21;24;25;26
- safety recommendation acc. 3.3: – 4;9;16
- obligatory & emergency equipment acc. 3.4: – 1;2

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 techn. modifications acc. 3.2: – 1;2;8;9;13;14;16;17;18
- safety requirements acc. 3.3: – 1;3;6;7;10;13;18;21;22;25;26
- safety recommendation acc. 3.3: – 4;8;9;11;14;15;19
- obligatory & emergency equipment acc. 3.4: – 1;2

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 acc. 3.2: – 1;2;3;5;6;8;9;10;12;13;14;15;16;17;18;19
- safety requirements acc. 3.3: – 1;3;6;8;11;13;18;21;22;23;25;26
- safety recommendation acc. 3.3: – 4;9;14;15;16;19
- obligatory & emergency equipment acc. 3.4: – 1;2

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

- permissible techn. modifications acc. 3.2: – 1;2;3;4;5;6;7;8;9;10;11;12;13;14;15;16;17;18;19;20;21;22;23;24
- safety requirements acc. 3.3: – 1;3;6;9;11;15;18; 21;22;23;25;26
- safety recommendation acc. 3.3: – 4;16;19
- obligatory & emergency equipment acc. 3.4: – 1;2

3.1.9 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 acc. 3.3: – 1;3;6;8;11;12;18;20;21;22;25;26
- safety recommendation acc. 3.3: – 4;9;16;19
- obligatory & emergency equipment acc. 3.4: – 1;2

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

- without special technical requirements
- safety requirements acc. 3.3: – 1;3;6;8;11;12;18;20;21;22;25;26
- safety recommendation acc. 3.3: – 4;9;16;19
- obligatory & emergency equipment acc. 3.4: – 1;2

### 3.2 Permissible technical Modifications

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

All not described alterations are not allowed. In case of doubt contact organizer in advance

### 3.3 Safety Requirements and Security Recommendations

1. obligation of wearing helmets during competition
2. obligation of wearing helmets in general
3. helmets according to ECE-norm
4. helmets according to FIA-standard
5. Enduro-specific protectors for chest, shoulder and back, gloves and boots
6. obligation of applying safety belts in general
7. 3-point harnesses-belt
8. 3- or 4-point harness-belt
9. 5- or 6-point harness-belt
10. seat with head-rest
11. bucket seats
12. vehicle-specific roll cage (minimum requirement: 4-point, roof cross)
13. 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)
14. 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)
15. 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)
16. roll cage as a welded safety cell
17. one fire-extinguisher in the interior (min 2Kg)
18. two fire-extinguisher in the interior (min 2Kg)
19. FIA-homologized fire-extinguishing system + one fire-extinguisher in the interior (min 2Kg)
20. additional safeguard against unintentional tilting of tiltable drivers-cabins
21. adequate wheel-covers (wings)
22. mud-flaps at the rear-axle (wide: min. as the tire, length: min. down to the wheel middle)
23. FIA-homologized flame-resistant drivers-clothing according to point 3.5.2
24. FIA-homologized flame-resistant drivers-clothing
25. emergency switch off for electric system and engine (for diesel vehicles if necessary mechanically) marked by a „Lightning“-sign
26. towing eyes/hooks front and rear, marked with red arrow

### 3.4 Obligatory- and Emergency Equipment

1. towing rope corresponding to the vehicle weight including fastening material (min. length: 9 m)
2. medical emergency equipment

### 3.5 General safety Requirements

#### 3.5.1 Fuel tanks

If fuel tanks installed in the vehicle interior of the classes CS, CM, CP or TL, 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.

#### 3.5.2 Driver clothes

In the vehicle category T3 flame-resistant driver clothing with FIA-homologation is required. The same applies to the vehicles described in 3.5.1, if the stated rules for example for pickups or convertible models cannot be met.

#### 3.5.3 Vehicle batteries

The battery poles must be protected always and in all classes with appropriate cover. 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.

#### 3.5.4 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).

#### 3.5.5 Fire extinguisher in case of accident / rollover

If driver / co-driver leave the vehicle after an accident or rollover, the on-board fire extinguisher should be taken by them.

#### 3.5.6 Additional lights

Only auxiliary headlights with permission for legal road use (fog or long-distance lights) may be used in the front. Additional headlights are to be installed in pairs. In classes Q1 and Q2 so-called "light bars" may also be used individually. Proof of the admission to legal road use is to be provided by the participant in case of doubt.

For special stages with increased dust development or in the dark, one or two red flashing lights (60-120x per min) must be used on the vehicle tail. These must work permanently (even when the vehicle is switched off).

## 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).

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 Document-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 formless 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. Besides that the compliance with the safety- and environment protection rules will be checked. The placing of the race numbers and the mandatory advertisement will be checked. The technical scrutineering takes place according to the schedule as per the official notice. 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.

## **6. PROTESTS**

### **6.1 General**

Protests have to be filed as a basic principle in writing at 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**

For protests in technical matters and against the classification the amount of 250 € have to be attached. For protests against the ranking there will be no charge. In case the protest is successful the charge will be refunded. In case the protest is lost, the protesting party has to pay the charge to the organizer and is responsible for all additional costs arising from that action.

### **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 min after the end of the special stage.

#### **6.4.3 Protests against ranking**

Protests against ranking, time-penalties or the daily or overall-result (eventually calculation- or transmission errors) 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.

