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Information Supernational Support Race

**Estering Buxtehude
Germany**

15. - 16.10.2022

As part of the double anniversary at the Estering in Buxtehude, the ACN Buxtehude e.V. invites European drivers of the Supernational class to an invitation race. Please note the information below.

1.1. ENTRY

Please fill out the registration form completely and send it to info@esting.de.

1.2. ENTRY FEE

Free

1.3. GENERAL COMPETITION INFORMATION

- The general event information and guidelines of the event announcement apply. Additionally:
This is not a championship competition. There are no points or cash prizes for the results achieved
- Event schedule may be different to the supplementary regulation
- Organizer will publish a list of starters before the event
- Start numbers will be issued by the organizer
- Transponders must be provided by the participant

1.4. LICENSE

International license or national license with a starting permit of drivers national ASN.



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2.1. ELIGIBLE CARS

- The vehicle must generally comply with the safety standards of the FIA or competitors national ASN. If there is any doubt about the corresponding approval of the vehicle, the scrutineers can ask for further documents to be shown. The responsibility lies with the participant
- The car must be of a manufacturer's serially produced saloon / estate car that is/has been type inspected in the EU for at least 2 people.
- There shall be documentation from the producer or importer showing the appearance and dimensions of the car. Documentation may be a catalogue of parts, sub-catalogue scans or other documents published by the producer.
- Only two-wheel drive cars are allowed. Cars equipped with four-wheel drive in their basic homologation may optionally be modified for front or rear wheel drive.
- Only a car with a fully covered body work without a detachable roof is allowed.

2.2. BODYSHELL

- No modification (modification) of the original frame is allowed. Lightening by changing sheet metal thickness is allowed. If lightening is made, the shape and function of the relieved part shall be retained. Lightening must not be done by cutting off the car's original beams and crash protection so that the strength and deformation zones of the frame deteriorate. Also applies inside beams.
- Reinforcement of existing material is allowed if this follows the original shape of the frame and is in contact with it.

2.3. ENGINE

- Engine free / number of cylinders/ overcharging or other system such as electric drive free
- The engine shall be located in the original engine compartment. Front and rear or middle According to original version for the car.
- An oil collector of at least two litres shall be provided if the engine does not have closed crankcase ventilation.

2.4. EXHAUST SYSTEM

- Silencers are required. The outlet of the exhaust pipe shall face straight back max. 45 cm and min. 10 cm above the ground and with the exhaust direction backwards. The exit of the tube shall end within the external limit of the car, but no longer than 10 cm from the external limit. In addition, adequate protection must be provided to prevent burns.
- The exhaust system must not be provisional. Exhaust gases may only enter the mouth of the pipe. Parts of the chassis must not be used to for exhaust gases.
- The exhaust pipe must not be pulled inside the cockpit.
- All cars shall be equipped with catalytic converters, homologated by the FIA or ASN. The function shall be checked in accordance with the SBF's rules for the control of catalysts.



2.5. FUEL SYSTEM

- The original tank should be removed. When the original tank is dismantled, holes resulting shall be covered with sheet metal or netting of the same thickness as the original floor or a maximum of 2 mm. Safety tank of type FIA/FT3 or FIA/FT3 1999 is recommended.
- The fuel tank (max 20 litres) shall be mounted outside the compartment and at least 300 mm sideways and longitudinally from the outer sides of the body.
- The fuel cap must be of type with threads, or quick release. The fuel tank must not be located in the engine compartment.
- The separation wall against the interior compartment shall be liquid-proof and not of combustible material. Transparent wall of polycarbonate is allowed.
- Fuel line which may be exposed to mechanical influences shall be protected. In the compartment, the fuel line must be all one piece.
- The fuel line must not be installed between the protective cage and the body.
- All fuel pumps of the car may only operate when the engine is running, except at the moment of starting.

2.6. WEIGHT/WEIGHT RATIO

Free

2.7. TYRES

Free

2.8. BREAKS

- A two-circuit system is mandatory
- ABS brakes are not allowed.
- Otherwise free
- It is allowed to install so-called hydraulic handbrake

2.9. BRAKE LIGHTS

- Two clearly visible from behind, red lights of impact resistant type. The minimum illuminated surface shall be 60 cm² and the lamps shall be at least 21 watts each. These shall work together with or replace the car's regular brake lights. They shall not be placed higher than 1,5 meters or less than 1,0 meters above ground level. They shall be horizontally symmetrically positioned.
- In addition to the two brake lights described above, there shall be a rear-facing red light at least 20 watts (max 30 watts). It should be mounted at the rear of the car:
- If the lamp is not of FIA homologated type according to technical list No. 19, the illuminated part of the lamp shall be greater than 60 cm² but shall not exceed 70 cm². It shall:
 - Be visible from behind
 - Be located in the car's center line
 - Always be lit during training, heats and finals
 - Function, even if the main switch is switched off.



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3.1. SAFETY RELATED CAR FEATURES

Must comply with current FIA or national ASN standards.

This means that the DMSB standard applies to seats and belts, i.e. the plus-5 rule of the DMSB. The regulations of the DMSB also apply to fire extinguishing systems and roll cages.

This includes in particular the driver's seat, seat belt (6-point belt is mandatory), windows, fire extinguishing system, emergency stop switch, protective cage, door nets, brake lights etc. These safety devices are checked during scrutineering.

3.2. DRIVER EQUIPMENT

Must comply with current FIA or national ASN standards. This includes in particular the overall, gloves and shoes, fireproof underwear, helmet, HANS-system. These safety devices are checked during scrutineering.