

## Bulletin 4/2020

Supplement to the Regulations DMSB Visa no. 610/20, of  
24.02.2020.

The amendment is valid with immediate effect.

(Changes/Additions are printed in **bold italic**)

### Part 2: Technical Regulations

**1.6 Minimum weights and ballast** is changed/supplemented as follows:

"It is the competitor's responsibility to ensure that at all times during a competition the mandatory minimum combined weight of the car with empty fuel tank, driver equalisation weight and the driver (together with all driver equipment) is reached. At no time during a competition is the car weight permitted to be less than the mandatory minimum weight when the car is either presented for technical scrutineering, is on the track or in Parc Fermé.

The mandatory combined minimum car and driver weight (together with all driver equipment and equalisation weight) **is 1310kg. will be announced by Stewards Bulletin at the end of Technical Scrutineering of the first event.**

..."

**1.6.3 Minimum car weight** is changed/supplemented as follows:

"The minimum weight of a car **is 1230kg. will be announced by Stewards Bulletin at the end of Technical Scrutineering of the first event.**

The minimum weight of a car consists of:

- the weight of the car with empty fuel tank;
- the weight of the inboard camera (surveillance camera and/or official TV camera), the radio system assigned by the Series Organiser or the weight of the respective substitute ballast;
- the installed additional weights (excluding driver equalisation weight)."

**1.6.4 Minimum driver weight** is changed/supplemented as follows:

"The minimum weight of a driver **is 80kg. will be announced by Stewards Bulletin at the end of Technical Scrutineering of the first event.**

The minimum driver weight consists of:

- the driver;
- the compulsory personal equipment of the driver (Article 1),
- the driver equalisation weight if applicable.

It is the driver's responsibility to ensure that the sum of the installed equalisation weight plus his actual weight (including his personal equipment) achieves or exceeds the minimum weight at all times."

## **2. Specific Technical Regulations**

**2.6.2 General description rear axle** is changed/supplemented as follows:

" ...

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible combined thickness of the spacer washers in the front and rear axle control arms are:

- Front axle: 18.0 mm
- Rear axle: 15.0 mm

For the rounds at Silverstone, **Spa** and Monza the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms are:

- Front axle: 10.0 mm
- Rear axle: 10.0 mm

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms can be announced by Stewards bulletin at any time before or during any event.

Furthermore, it is optional to fix the camber shims with aluminium tape.

..."

Approved by the DMSB on 03.07.2020



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