



General Regulations for Series run on Circuits / Automobile Sport

(as on 27.03.2025)

Name of the Series:

ADAC Graf Berghe von Trips Pokal

DMSB Visa Number:

124/25

Status of the Series/Events: National A

The ADAC Graf Berghe von Trips Pokal is a series for Formula cars according Appendix K.

Promoter / Organisation: Historic Racecar Association e.V.
ADAC Hessen-Thüringen

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1: FROM 1971 TO 1984 INCLUDED

The present Regulations consist of 20 pages.

Part 1 Sporting Regulations

1. Introduction

The series ADAC Graf Berghe von Trips Pokal is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the (ASN). It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix K (Article 5) and Appendix J (article 277).

The events will be organised in compliance with the DMSB General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

2. Organisation

2.1 Details on titles and awards of the Series

Marcel Biehl, hereinafter referred to as series organiser, organises the ADAC Graf Berghe von Trips Pokal for the year 2025.

2.2 Name of the parent ASN

DMSB – Deutscher Motor Sport Bund e.V.
Hahnstraße 70, 60528 Frankfurt-Germany
Homepage: www.dmsb.de
E-Mail: international_series@dmsb.de

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 27.03.2025 with visa number 124/25.

2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)

Marcel Biehl, Konstantinstrasse 385, 41238 Mönchengladbach, Tel: +49 (0) 2166 99 777 04
E-Mail: marcel@Biehl-racing.de

2.5 Composition of the organising committee

Marcel Biehl, marcel@biehl-racing.de

2.6 List of Officials (Permanent Stewards) (see also relevant Supplementary Event Regulations)

Bernd Bühler, Chief Scrutineer, licence number SPA 1081797

3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Licence Regulations
- DMSB Legal System and Code of Procedure (RuVO)
FIA Legal System and Code of Procedure
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements (Bulletins)
- Appendix K of the ISC
- Appendix J of the ISC
- FIA Code of Ethics and Code of Behaviour and DMSB Code of Ethics
- Other FIA and DMSB regulations

3.1 Official language

For the present regulations of the ADAC Graf Berghe von Trips Pokal only the English text approved by the DMSB is binding, except for the relating DMSB regulations specified in Art. 3 (Regulations and Legal Basis of the Series), for which only the German language is binding. In case of interpretation the DMSB jurisdiction is the responsible authority.

The official language of the International Sporting Code is stated within that document.

3.2 Responsibility, modification of the regulations, cancellation of the event

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

4. Entries

4.1 Registrations/entries, entry closing date and obligation to participate

Competitors and drivers may submit their application to be admitted to the ADAC Graf Berghe von Trips Pokal by using the provided entry form.

The completely filled in and signed entry form must be sent until the 01.04.2025 to the following address:

Marcel Biehl
Konstantinstrasse 385
41238 Mönchengladbach

The series organizer reserves the right to accept late entry form.

With the submission of the entry form entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series ADAC Graf Berghe von Trips Pokal (block entry).

With the registration, entrant and/or driver undertake to participate in all the qualifying events.

The organizer reserves the right to cancel the entire series ADAC Graf Berghe von Trips Pokal, if less than 30 participants registered for the series.

4.2 Entry fees for the season and per event

The entry fees as well as a possible deposit are payable as specified on the entry form. The following registration/entry fees are payable by the participants:

Entry fee for registered drivers 995€

Entry fee for guest drivers 1095€

Registration fee 300€

(The rights of withdrawal from the entry contract (entry-fee-refund) is regulated in the DMSB Event Regulations, article 13)

All the accepted participants will receive a written confirmation of their entry
The series organiser reserves the right to refuse entry form with having to give reasons.

4.3 Competition-numbers

The participants will get permanent competition-numbers from the series organizer for the whole season

5. Licences

5.1 Required grade of licence

a) Drivers

Only for drivers for cars with a weight/performance ratio >3,00 kg/PS

(see Part 2, Article 1.1 Summary of the eligible groups/ classes):

Drivers must hold a valid International entrant's and driver's licence for 2025 issued by the DMSB or by another ASN affiliated, of Grades

International Licence Grade C-Circuit (ITC-C)

International Licence Grade D-Circuit (ITD-C)

International Licence C/D-historic (only for cars appendix K)

Drivers must hold a valid National entrant's and driver's licence for 2025 issued by the DMSB or by another ASN affiliated, of Grades

National Licence Grade A

Only for drivers for cars with a weight/performance ratio < 3,00 kg/PS

(see Part 2, Article 1.1 Summary of the eligible groups/ classes):

Drivers must hold a valid International entrant's and driver's licence for 2025 issued by the DMSB or by another ASN affiliated, of Grades

International Licence Grade A (ITA)

International Licence Grade B (ITB)

International Licence Grade C-Circuit (ITC-C)

International Licence C/D-historic (only for cars appendix K)

b) Entrants

Entrants wishing to register with the driver must be in possession of an international commercial or club licence issued by the DMSB or by another AS affiliated to the FIA and valid for the year 2025 and have paid the registration fees.

c) DMSB-Sponsor-Card

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams.

d) Guest drivers

The ADAC Graf Berghe von Trips Pokal may admit guest drivers with a valid

International or National entrant's and driver's license in accordance with Article 5.1

for its qualifying events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of the relevant Supplementary Event Regulations.

Priority in the acceptance of entries will be given to the registered participants.

Specific conditions / regulations for guest drivers

N/A

e) Age regulations

In accordance with the valid DMSB License Regulations

5.2 Conditions for entrants outside their national territory

For events with the status National A DMSB licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event foreign competitors/drivers have to present the approval of their own ASN. This permission must be submitted by the competitor/driver at Administrative Checks in German or in English language.

6. Insurance; Liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

In accordance with DMSB Event Regulations

6.2 Declaration by the competitor, driver and passenger (= participant) on the exclusion of liability, Disclaimer of the vehicle owner

In accordance with DMSB Event Regulations

7. Events

7.1 Calendar of events

11.-13. April	ACI Historic Race Weekend	Monza
9.-11. May	ADAC Hockenheim Historic	Hockenheim
27.-29. Juni	ADAC Racing Weekend	Nürburgring Sprint
1.-3. August	Oldtimer Grand Prix	Nürburgring GP
5.-7. September	Classic GP Assen	Assen
3.-5. October	Super Spa	Spa Franchorchamps

7.2 Maximum number of cars authorised

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Event Regulations of the event.

7.3 Running of the events

a) Practice

2 timed practice sessions/s of minimum 20 Minutes are scheduled for each event or if only 1 Qualifying is available it will be hold over 25-30 Minutes

If there are more than 2 practice each driver can participate only on 2 practice sessions.

The schedule line is then dispatched on site by the organizer and will be published with the supplementary regulations.

b) Qualification

At least one timed lap during the practice session.

c) Starting modes

The races will be started as follows:

- Rolling start (Indianapolis start)

d) Races

The 2 races will run over the distance of minimum 20 minutes, maximum 30 minutes.

The schedule line is then dispatched on site by the organizer and will be published with the supplementary regulations.

The starting grid Race1 is based on the best time from Q1 and Q2 when two qualifyings held

If a driver could not participate in the Qualifying he can start the race at the back of the grid after permission from race director and series coordinator.

The starting grid race 2 is the result of race 1

The finish line applies both to the track and to the pit lane.

If the car get damage in the Qualifying the driver is allowed to change his car, if he starts in the same class.

8. Classification

8.1 Scale of points

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed at least 75 % of the winner's race distance.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance = full points

At least 50% of the scheduled distance = full points

Less than 50% of the scheduled distance = full points

A classification will only be established if at least 3 cars have taken the start to the race in the corresponding class.

The following points will be awarded for the races:

Starter >>																														
0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1	1,00	6,00	7,67	8,50	9,00	9,33	9,57	9,75	9,89	10,00	10,09	10,17	10,23	10,29	10,33	10,38	10,41	10,44	10,47	10,50	10,52	10,55	10,57	10,58	10,60	10,62	10,63	10,64	10,66	10,67
2		1,00	4,33	6,00	7,00	7,67	8,14	8,50	8,78	9,00	9,18	9,33	9,46	9,57	9,67	9,75	9,82	9,89	9,95	10,00	10,05	10,09	10,13	10,17	10,20	10,23	10,26	10,29	10,31	10,33
3			1,00	3,50	5,00	6,00	6,71	7,25	7,67	8,00	8,27	8,50	8,69	8,86	9,00	9,13	9,24	9,33	9,42	9,50	9,57	9,64	9,70	9,75	9,80	9,85	9,89	9,93	9,97	10,00
4				1,00	3,00	4,33	5,29	6,00	6,56	7,00	7,36	7,67	7,92	8,14	8,33	8,50	8,65	8,78	8,89	9,00	9,10	9,18	9,26	9,33	9,40	9,46	9,52	9,57	9,62	9,67
5					1,00	2,67	3,86	4,75	5,44	6,00	6,45	6,83	7,15	7,43	7,67	7,88	8,06	8,22	8,37	8,50	8,62	8,73	8,83	8,92	9,00	9,08	9,15	9,21	9,28	9,33
6						1,00	2,43	3,50	4,33	5,00	5,55	6,00	6,36	6,71	7,00	7,25	7,47	7,67	7,84	8,00	8,14	8,27	8,39	8,50	8,60	8,69	8,78	8,86	8,93	9,00
7							1,00	2,25	3,22	4,00	4,64	5,17	5,62	6,00	6,33	6,63	6,88	7,11	7,32	7,50	7,67	7,82	7,96	8,08	8,20	8,31	8,41	8,50	8,59	8,67
8								1,00	2,11	3,00	3,73	4,33	4,85	5,29	5,67	6,00	6,29	6,56	6,79	7,00	7,19	7,36	7,52	7,67	7,80	7,92	8,04	8,14	8,24	8,33
9									1,00	2,00	2,82	3,50	4,08	4,57	5,00	5,38	5,71	6,00	6,26	6,50	6,71	6,91	7,09	7,25	7,40	7,54	7,67	7,79	7,90	8,00
10										1,00	1,91	2,67	3,31	3,86	4,33	4,75	5,12	5,44	5,74	6,00	6,24	6,45	6,65	6,83	7,00	7,15	7,30	7,43	7,55	7,67
11											1,00	1,83	2,54	3,14	3,67	4,13	4,53	4,89	5,21	5,55	5,76	6,00	6,22	6,42	6,60	6,77	6,93	7,07	7,21	7,33
12												1,00	1,77	2,43	3,00	3,50	3,94	4,33	4,68	5,00	5,29	5,55	5,78	6,00	6,20	6,38	6,56	6,71	6,86	7,00
13													1,00	1,71	2,33	2,88	3,35	3,78	4,16	4,50	4,81	5,09	5,35	5,58	5,80	6,00	6,19	6,36	6,52	6,67
14														1,00	1,67	2,25	2,76	3,22	3,63	4,00	4,33	4,64	4,91	5,17	5,40	5,62	5,81	6,00	6,17	6,33
15															1,00	1,63	2,18	2,67	3,11	3,50	3,86	4,18	4,48	4,75	5,00	5,23	5,44	5,64	5,83	6,00
16																1,00	1,59	2,11	2,58	3,00	3,38	3,73	4,04	4,33	4,60	4,85	5,07	5,29	5,48	5,67
17																	1,00	1,56	2,05	2,50	2,90	3,27	3,61	3,92	4,20	4,46	4,70	4,93	5,14	5,33
18																		1,00	1,53	2,00	2,43	2,82	3,17	3,50	3,80	4,08	4,33	4,57	4,79	5,00
19																			1,00	1,50	1,95	2,36	2,74	3,08	3,40	3,69	3,96	4,21	4,45	4,67
20																				1,00	1,48	1,91	2,30	2,67	3,00	3,31	3,59	3,86	4,10	4,33
21																					1,00	1,45	1,87	2,25	2,60	2,92	3,22	3,50	3,76	4,00
22																						1,00	1,43	1,83	2,20	2,54	2,85	3,14	3,41	3,67
23																							1,00	1,42	1,80	2,15	2,48	2,79	3,07	3,33
24																								1,00	1,40	1,77	2,11	2,43	2,72	3,00
25																									1,00	1,38	1,74	2,07	2,38	2,67
26																										1,00	1,37	1,71	2,03	2,33
27																											1,00	1,36	1,69	2,00
28																												1,00	1,34	1,67
29																													1,00	1,33
30																														1,00

Formel:

Starter in der Klasse minus Platzierung in der Klasse

Starter in der Klasse

x 10 + 1

Awarded for the races Overall and in the classes.

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial (in accordance with DMSB Event Regulations).

9. Private practice and testing

N/A

10. Administrative checks

The following documents must be presented by the driver/entrant:

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- authorization to take part in events abroad
- Medical aptitude form

10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

10.2 Drivers meeting/briefing

The location of drivers meeting/briefing will be published in the Supplementary Event Regulations of the event

An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of 100,- Euro (without any particular penalty-procedure)

11. Scrutineering/Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be presented

- Historic Technical Passport for classes 1-7
- DMSB Technical Passport for class 8

At any time during the Competition, including before any practice or race heat, additional scrutineering may be carried out. This scrutineering shall be mandatory for vehicles showing evident signs of an accident which may have affected its safety. Vehicles deemed unfit to participate in the Cup shall not be authorised to proceed in the Competition

11.1 Repair, sealing and marking of vehicle parts

N/A

11.2 Timetable Scrutineering/ Technical checks

See relevant Supplementary Event Regulations or official notice board.

12. Race

12.1 Use of wet-weather tyres

Detailed in the relevant Supplementary Event Regulations and in Part 2 Technical Regulations article 2.7.

12.2 Maximum number of persons working on a car and safety equipment

See Supplementary Regulations

12.3 Pit stop safety and competitor's responsibility when starting from the pit area

See Supplementary Regulations

13. Title, prize money and trophies

13.1 Title overall winner

The title

ADAC Graf Berghe von Trips Pokal winner

will be awarded to the driver who has scored the highest number of points after all the qualifying events of the ADAC Graf Berghe von Trips Pokal.

13.2 Prize money and trophies

Trophies are awarded to at least 30% of starters

14. Protests and appeals

The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to the relevant ASN:

International / National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

National A Status 1,000.00 €

Appeal to the FIA – payable to the FIA: 6,000.00 €

(Protest and appeal deposits are exempt from VAT)

15. Exclusion of jurisdiction of a court and limitation of liability

(1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organizer or the organizer as judge in terms of § 661 German Civil Code.

- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

16. TV rights/ Advertising and television rights

On-board cameras are permitted (maximum 2 cameras, within the original silhouette of the car looking from the side or front) and may record vehicle speed.

Any recorded data must be made available to the series delegate or his assistant upon requested at any time between the start of official qualifying and the final results being declared.

17. Specific regulations

There are no additional Specific Series Regulations.

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

Eligible to participate in the ADAC Graf Berghe von Trips Pokal are only vehicles which fully comply with the technical prescriptions in these Regulations.

Eligible Cars

- Class 1: Formula 3 after 1985 up to 1992 according to the original specifications (periods JR). minimum car weight with driver 535kg
- Class 2: Formula 3 built from 1974 up to 1978 according to the original specifications (period HR and IR). Minimum car weight is 440kg
Formula 3 cars built from 1979 up to 1984 according to the original specifications (periods IR and JR). minimum car weight is 455kg
No electronic injection is allowed
Minimum weight car and driver 535KG,
- Class 3: Formula Ford 2000 up to 1990 according to the original specifications (periods HR, IR and JR).
- Class 4. Formel Opel up to 31.12.2000 according to the original specifications (JR, KR)
Formel Ford Zetec up to 31.12.2000 according to the original specifications (JR; KR)
- Class 5: Formula Junior Mid-engine mounted Single-seaters with engine capacity of 1100-1500 cc, 1961-1965 (period F and GR).
Formula 3 01.01.1964 – 31.12.1970 - 1000cc according to the original specifications (period GR).
Formula 3 01.01.1971 – 31.12.1973 - 1600 cc according to the original specifications (period HR).
Formula 2 01.01.1964 – 31.12.1966 - 1000 cc according to the original specifications (period F and GR)
Formula Ford 1600 up to 1971 according to the original specifications (period GR).
Formula Ford 1600 up to 1990 according to the original specifications (periods HR, IR and JR).
Formula Junior 1958-1960 (period E).
- Class 6: Sports 2000 according to the original specifications 1977 to 1990 (periods IR and JR)
- Class 7: Formula 2 01.01.1967 – 31.12.1971 up to 1600 cc.
Formula 2 01.01.1972 -- 31.12.1984 up to 2000 cc
Formula 1 01.01.1961 – 31.12.1965 up to 1500 cc.
Formula Atlantic up to 31.12.1984 up to 1600 cc.
Formula Super Vau 1600cc + 1800cc water-cooled 01.01.1978 – 31.12.1982.
Formula Renault Turbo up to 1984 according to the original specifications (period JR and IR)
Formula Super Vau air-cooled 01.01.1971 – 31.12.1977 according to the original specifications (periods HR and IR)
- Class 8: Cars according to classes 1-7 without valid HTP

1.2 Principles of the Technical Regulations in conformity with

- Article 277 of the Appendix J (FIA ISC) for class 8
- Appendix K (FIA ISC) for classes 1-7
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations

1.3 General/Preamble

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 or 8856-2018 standards as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

Furthermore, the use of the FIA-head restraint (e.g. HANS[®]) is compulsory for cars of class 8 and recommended for cars of classes 1-7.

1.5 General, Permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

1.6 Minimum weights and ballast

(Weight, determination, reference scales if applicable, attachment of ballast)

N/A

DMSB Note:

The DMSB guidelines for vehicle weighing (including calibration or calibration of balances) needs to be respected by the series organizer. According to the guidelines, mobile scales must be inspected, at least annually, by the weighing machine manufacturer. In exceptional cases, a calibration / verification by a state calibration authority is permitted. The scale must be calibrated at least every 2 years by the manufacturer.

1.7 Equivalence formula for supercharged engines

N/A

1.8 Exhaust prescriptions

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

Cars of classes 8 must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.

1.9 Noise regulations

The maximum permitted noise limits are 132 dB(A) measured in compliance with the LWA procedure and 100 dB(A) in compliance with the LP procedure.

This noise level will be determined in compliance with the DMSB pass-by measuring method (mandatory for all circuit events).

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

1.10 Advertising prescriptions and start numbers on the vehicles

The current FIA/DMSB prescriptions for advertising on the driver's equipment/on the race car and start numbers must be respected (see DMSB Yearbook, blue part).

ATTENTION: Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.

There are no special advertising prescriptions issued by the series organiser on the race car.

There are no special advertising prescriptions issued by the series organiser on the driver's equipment.

1.11 Safety equipment

The vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J ISC, unless stated otherwise.

- In compliance with the Appendix K to the ISC for classes 1-7
- In compliance with the Article 277 to the ISC for classes 8

Note:

For events abroad, the series organizer is responsible for observing and implementing deviating or additional safety regulations of the respective ASN.

1.12 Fuel and single fuel

The only permitted fuel is, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228, or Diesel fuel in compliance with Art. 252.9 and DIN EN 590. Any additive other than air or lubricant for two-stroke engines is prohibited. In addition, the octane limits value of max. 103 RON instead of 102 RON is valid for petrol fuel.

The following single fuel must be used:

N/A

1.12.1 Fuel controls

At any time during the events the Technical scrutineer may extract fuel samples. The DMSB fuel regulations incl. remaining quantity of fuel (DMSB Yearbook, blue part), as well as DMSB guidelines for fuel extraction apply.

1.12.2 Refueling, Refuelling installations and control

N/A

1.13 Technical definitions

In addition to the definitions in compliance with the present Article and Article 3.3 (Part 1) of these Regulations, the "General regulations, definitions and clarifications to the Technical Regulations" (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

2. Specific technical regulations

2.1 General

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

2.2 - 2.6

N/A

2.7 Wheels (Flange + rim) and tires

Only ~~Avon~~ tires with VIT Sticker are permitted.
Drivers are limited to one (1) set of new slick tires per raceweekend
A set is defined as tow (2) front tires and two (2) rear tires.
Each slick tyre will have to sport an individual number below the bar code. The unique bar code numbers for all 4 tyres must be recorded and submitted on a pre-supplied form by the Competitor before the end of scrutineering. It is the Driver's / Competitor's responsibility to ensure the form is filled in correctly and provided to the scrutineers before free practice.

Any form of static tyre warming, heat retention or cooling is prohibited with the exception of direct sunlight and the ambient weather conditions.

If Avon/NOVA tyres could not deliver following dictated tires, the series coordinator could dictate other tire suppliers, compounds or sizes

Permitted tires:

Class 1

AVON 180/550-13 60333 7940SA Slicks
AVON 250/570-13 60333 7941SA Slicks
AVON ACR71 180/550-13 W 8662M Wets
AVON ACR71 250/570-13 W 8663M Wets
Hossier 200/540R13 43359S slicks
Hossier 250/575R13 43364S slicks
Hossier 200/540R13 44335 Wets
Hossier 250/575R13 44333 Wets
Hankook 180/550R13 C72 slick
Hankook 240/570R13 C72 slick
All slick and Wet tyres allowed, who will fit 8"-9" front and 10"-11" rims

Class 2 and Class 5 F3 cars

AVON 7,5 / 21,0 x 13 A37 7342S Slicks
AVON 9.2 / 22,0 x 13 A37 7343S Slicks
All types of wet AVON tyres allowed, who will fit 8" front and 10" rear rims

Class 5 Formula Ford 1600

Avon ACB9 5.0/22.0-13 17680 A46
Avon ACB9 6.5/23.0-13 17681 A46
Avon ACB10 6.0/21.0-13 8317M
Avon ACB10 7.0/22.0-13 8319M

Class 4 Formula Ford Zetec

Avon 6.0/21.0-13 A46 8810SX Slicks
Avon 7.0/22.0-13 A46 8811SX Slicks
Avon 6.0/21.0-13 A43 7414W Wets
Avon 7.0/22.0-13 A43 7415W Wets
Avon 6.0/21.0-13 ACB10 8317M
Avon 7.0/22.0-13 ACB10 8319M

Class4 Formula Opel Lotus, Class 3 Formula Ford 2000 and Class 6 Sports2000

Avon 6.5/21.0-13 A46 8814s
Avon 8.2/22.0-13 A46 8815s
Avon Classic 6.5/21.0-13 A27 8829W Wets
Avon Classic 8.2/22.0-13 A27 8831W Wets
Avon ACR71 160/530-13 W537 13593M Wets
Avon ACR71 180/565-13 W537 13594M Wets
Avon 7.0/20.0-13 A37 10998S Slicks
Avon 8.2/22.0-13 A37 10999S Slicks

All other classes: according to article 8 of appendix K to ISC.

2.8 – 2.13

2.14 Other

GROUND CLEARANCE

The minimum ride height for all cars applies at all times through a Competition and testing for compliance may take place at any time during a Competition, including when the Driver is seated, stationary in the car, with fuel and fluids.

All cars must pass a simple ground clearance test to show a minimum ride height of 40mm at all times during a Competition. No entirely sprung part of the car must be less than 40 mm from the ground with the car stationary, in its normal racing trim, and with the driver on-board. Apart from the complete front and rear wheels, no part of the car shall systematically or continuously touch the ground when the car is in motion. If a car is deemed to continuously infringe this regulation it will be reported to the stewards.

Any device bridging the space between the bodywork and the ground is prohibited.

Any device fitted to the car to lower its ground clearance whilst in motion must be disabled is forbidden.

DATA ACQUISITION

During a Competition, cars may use data acquisition systems to monitor engine rpm, oil pressure, oil temperature, water temperature, fuel pressure and vehicle movement. Vehicle speed may be recorded by either GPS or the use of one wired wheel speed sensor providing it is not connected to any engine driven wheel.

No other form of driver/chassis data acquisition is permitted, including but not limited to any form of throttle, brake, steering, aerodynamic or suspension load potentiometers, at any time during a Competition

Cars should maintain period style dash and no form of instrumentation/display is permitted on the steering wheel.

Modern GPS Laptimer are allowed but not permitted to fix on the steering wheel

Any radio communications from and to cars are forbidden

Part 3 Attachments/Drawings

Appendix 1: TABLE OF DIMENSIONS AND TECHNICAL DRAWING FOR FORMULA 3 CARS FROM 1971 TO 1984 INCLUDED

1. DIMENSIONS AND AERODYNAMIC AIDS

1.1 All dimensions to be in accordance with the tables and technical drawings presented hereafter.

1.2 Specifically for ground effect cars built between 01.01.1981 and 31.12.1984 included, the addition of a flat bottom as per the following construction and fixation methodology is mandatory.

The valid year of specification as featured on the Historic Technical Passport first page will serve as reference.

Between the rear edge of the complete front wheels and the front edge of the complete rear wheels, all sprung parts of the car visible from directly beneath the car must lie on one plane within a tolerance of (+/-) 5mm.

Dimension « I » of the technical drawing hereafter.

All these parts must produce an uniform, solid, hard, rigid (no degree of freedom in relation to the body/chassis unit), impervious surface, under all circumstances. The periphery of the surface formed by these parts may be curved upwards with a maximum radius of 5cm - no diffuser are permitted.

Any specific part of the car influencing its aerodynamic performance:

- must comply with the rules relating to coachwork;
- must be rigidly secured to the entirely sprung part of the car (rigidly secured means not having any degree of freedom);
- must remain immobile in relation to the sprung part of the car.

Any device or construction that is design to bridge the gap between the sprung part of the car and the ground is prohibited under all circumstances.

No part having an aerodynamic influence and no part of the coachwork may under any circumstances be located below the geometrical plane generated by the plane surface provided for by this article.

