

## Supplementary Regulations for the

“Deutscher Bergpreis” with international attendance

### Regularity Trophy



Vintage racing sidecars up to 1990 models

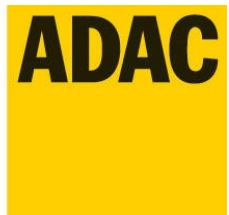
**DMSB**



**AUSTRIA  
MOTORSPORT**

MC Robur Zittau

Ortsclub im ADAC Sachsen e.V.



## **Supplementary Regulations for vintage racing sidecars up to 1990 models**

These regulations are mandatory for:

The “Deutscher Bergpreis” (DB) hill-climb competition  
with international attendance

The regularity Trophy

The “Deutscher Bergpreis”-Trophy is organised by the MC Robur Zittau, represented by

Mr. Frank Liebich, Chairman Sports MC Robur & clerk of the course  
Mr. Klaus Riedel, 2<sup>nd</sup> Chairman MC Robur & organiser DB and FIM E.

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## **1.1 General**

This event will run under jurisdiction of the FIM Europe Sporting Code, FIM Europe Vintage Road Racing regulations, the supplementary regulations and the FIM Europe Vintage Road Race machine eligibility rules; as well as the DMSB and AMF Regulations.

## **1.2 Events**

Competitions within the DB and Regularity Trophy are organised for vintage sidecars up to 1990 models. Six events are to be held each season, with races in Landshaag (A), Julbach (A) and Lückendorf (D) operating in a dual function: all three events will host the FIM European Hill-Climb Championship as well as the DB and Regularity Trophy. These double-events will take place over the course of two days, with one practice session, two races and an award ceremony being carried out each day.

Events in Ziegenrück, Trencin and at the Slovakiaring will be held as part of the DB & Regularity Trophy.

## **1.3 Participation**

Every sidecar-team with an outfit up to a 1990 model is entitled to participate if they handed in their documents correctly and passed the technical inspections on the day of the event.

Rider and co-driver need a valid FMN-B-license of their federation to participate in the events (prices range from approx. 135,- to 185,- €). This license is also valid for the FIM European Hill-Climb Championship, with an additional fee of 10,- € per race being paid to the FIM separately after the season.

## **2. Entry, Rider's numbers, Visiting riders**

### **2.1 Registration**

To register for the DB and Regularity Trophy, a one-season entry form needs to be filled. The Entry fee of 135,- € is to be transferred to the account of MC Robur Zittau.

### **2.2 Entry**

The only entry forms accepted are the official ones, drafted by the responsible organisers. This applies to both digital and printed versions. Entry forms need to be handed to the organisers directly. The entry fee is 135,- € per event and is valid for both competitions.

In European Hill-Climb Championship events, the entry fee covers this competition as well.

The entry fee has to be paid 14 days in advance to the entry closure directly to MC Robur Zittau.

The total amount for each event is arranged with each organiser beforehand and will be paid by MC Robur to the organisers. This way of handling has proven to be reliable in the past seasons and is obligatory to all competitors. The financial and organisational management, as well as the support of statistics and the official website are endorsed by these arrangements.

MC Robur Zittau: IBAN DE98850501000232068321      BIC WELADED1GRL

## 2.3 Rider's numbers

Since most races are held within the frame of larger events, rider's numbers will be assigned by the responsible organisers. The sequence is set by the promoters and will be communicated to the organisers. This procedure ensures that the starting order represents the class and performance of each team, which is highly important especially for hill-climb races. Rider's numbers have to be mounted to the front and both sides of the outfit, according to international size regulations. characters have to be black on white background.

## 2.4 Visiting riders

Visiting riders, if registered with the organisers, will be included in the score of the individual competition, however, they will not feature in the championship/trophy score. Visiting riders are able to qualify for trophies.

For an accurate championship score, registered teams will advance on visiting teams.

Visiting riders will hand in their entry form and entry fee directly with the organisers. The promoter's expenses, namely trophies, statistics, publications e.a., will be covered by the visiting rider through an expense allowance of 50,- €. Registered team will only pay the fixed entry fee. If a team's outfit is not in accordance with the technical regulations of the DB, they can only participate in the Regularity Trophy.

## 3. Points system

Every DB-race will consist from one practice session and two timed runs. The practice session is binding for everyone. Winner is whoever is timed fastest out of the two timed runs. Points for the championship will be scored as follows:

1 <sup>st</sup> /25 points	2 <sup>nd</sup> /20p	3 <sup>rd</sup> /16p	4 <sup>th</sup> /13p	5 <sup>th</sup> /11p	6 <sup>th</sup> /10p
7 <sup>th</sup> /9p	8 <sup>th</sup> /8p	9 <sup>th</sup> /7p	10 <sup>th</sup> /6p	11 <sup>th</sup> /5p	12 <sup>th</sup> /4p
13 <sup>th</sup> /3p	14 <sup>th</sup> /2p	15 <sup>th</sup> /1p			

Participants have to start in both runs. Time measurement for the second run will be done analog. For the round circuits in Trencin and at the Slovakiaring, result lists created by the organisers will be used to establish the times and scores. The promoter reserves a right to decree a by-law.

For the Regularity Trophy within the FIM E-races, scores of the speed-races will be used. The lowest time-difference between the two best times of each day will account for places 1 to 15. To get 5 results within a season, two additional regularity events will be taken to account. In the case of less than five registered outfits within a race, only half point will be scored. This rule applies for the whole season's score as well as the price money, i.e. in the case of less than five teams scoring points in the season's score, price money will be cut in half. The actual amount of the price money will be determined until latest 31/05/2019 and will be made public through by-law.

## 4. General Technical Regulations



Attachment 1

**Entry form for the**  
**„Deutscher Bergpreis“ with international attendance**  
**and the Regularity Trophy**

Driver:

Name:..... Surname:.....DOB:.....  
City:..... ZIP-Code:..... Street:.....  
No:..... Country..... Phone.....  
Mobile.....Fax..... Mail.....  
Applicant: ..... Class: .....  
Sidecar:..... Engine:..... Rider's Number:.....

Co-Driver:

Name:..... Surname:..... DOB:.....  
City:..... ZIP-Code:..... Street:..... No:.....  
Country:..... Phone:..... Mobile:.....  
Fax:..... Mail:.....

Co-Driver 2:

Name:..... Surname:..... DOB:.....  
City:..... ZIP-Code:..... Street:..... No:.....  
Country:..... Phone:..... Mobile:.....  
Fax..... Mail.....

The Team named above will participate in the DB and Regularity Trophy according to the published regulations of this competition.

The entry fee of 135,-€ has to be paid to the MC Robur Zittau within the time of 01/01/2018 until 28/02/2018.

SPK Oberlausitz Niederschlesien IBAN: **DE 98850501000232068321** BIC: WELADED1GRL

Signature, Date:

Driver..... 1. Co-Driver..... 2. Co-Driver.....

The entry form will be published in German and English.

**DB Events 2019**

Vintage racing-sidecars up to 1990 models

<b>Racing-team</b> ..... <b>will participate with a...</b>	<b>...90% chance.</b>	<b>...50% chance.</b>	<b>...will not participate.</b>
<b>13.-14.04.2019 Landshaag (A)</b> FIM-Hillclimb-EC			
<b>31.04.-01.05. Slovakiaring (SK)</b> Round circuit speed			
<b>15.- 16.06. Julbach (A)</b> FIM-Hillclimb-EC			
<b>29.-30.06.nZiegenrück (D)</b> Regularity Trophy			
<b>03.-04.08.2019 Lückendorf (D)</b> FIM-Hillclimb-EC			
<b>10.-11.08. Trencin (SK)</b> Round circuit Regularity Trophy			

Please mark the races you would like to attend. INVALID for visiting starters.

## Attachment 2

### **Classification for the „Deutscher Bergpreis“ with international attendance**

There is no classification for the Regularity Trophy

There will be three Classes for vintage sidecars::

K1

K2

K3

The classification will be created by the technical commission on a basis of registered specification sheets (Attachment 2.1).

The technical commission consists of:

Chairman:	André Herrmann (D)	DMSB license SPM1160137 TK Class A
Members:	Peter Gierlinger (D)	Roland Gundinger (A)
	Thomas Pavel (CZ)	Konrad Neubauer (D)
	Jiri Huml (CZ)	Fritz Behringer (D)

Attachment 2.2: Technical Specifications, created by the technical commission

In Attachment 2.2 the classification is registered, based on technical specifications.



Attachment 2.1

**Technical Specification Sheet for  
Race-Sidecars up to 1990 models**

**„Deutscher Bergpreis“ with international attendance  
Regularity Trophy**

General Information:

Driver:..... Co-Driver:.....

Applicant:..... Owner:.....

Vehicle Information:

engine manufacturer: ..... chassis manufacturer: .....

seater / kneeler (underline which applies) model:.....

Engine details: No. of cylinders: .....

Engine size:..... ccm engine identification number:: .....

2-stroke / 4-stroke air-cooled / water-cooled

No. of gears:..... tire-size: front:..... back:..... sidecar:.....

This Specification Sheet has to be handed to the Technical Committee until the 28.02.2019. The classification will follow afterwards and every team will get informed about their class affiliation in time. For any further questions please contact Technical Chairman André Hermann (+49 1737 370976).

## Attachment 2.2

### **VCCR 05.5 VINTAGE SIDECAR Classification & Technical Specification**

#### **VCRR 05.5.1 VINTAGE SIDECAR CLASSES**

##### **Classification:**

**Class 8a/K1:** Sidecars up to 31/12/1975 models  
Air cooled two-stroke and four-stroke engines up to 750ccm

**Class 8b/K2:** Sidecars up to 31/12/1978 models  
Four-stroke engines up to 1000ccm  
Two-stroke engines up to 750ccm

**Class 8c/K3:** Racing sidecars, F1 and F2 sidecars up to 31/12/1990  
No engines with fuel injection permitted  
Maximum cubic capacity 1100ccm

**Essential for the classification is the year of manufacture of the engine. If engines have been built for continuous years but the construction remained unaltered throughout the series, engines will be classified by the year of manufacture of the first of their series.**

#### **VCRR 05.5.2 FRAME, FORK & STEERING**

The frame, forks and steering must be a style and type according to their class. Handlebars and attached grips/handles need to be constructed in a way which doesn't allow crack formation. The use of composite materials is not permitted. Exposed handlebar-endpieces need to be sealed and/or covered with rubber. The minimum distance between the endpiece of the handlebar and the static part of the sidecar (while the steering is fully turned) is 20mm.

#### **VCRR 05.5.3 ENGINE**

The engines installed in the outfit, must have been raced or sold commercially in Europe prior to:

- 31/12/1975 for Class 8a/K1
- 31/12/1978 for Class 8b/K2
- 31/12/1990 for Class 8c/K3.

Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings when using non-original ignition systems and/or fitting oil coolers.

The internal specification is free from restriction but must meet all the requirements of the eligibility rules within their class.

The effective cubic capacity can only vary to the data originally provided on the data sheet by a maximum of 10%, if an enlargement of the cylinder bore was necessary due to wear and/or missing original parts. Any other form of capacity enhancement or false declaration will result in disqualification.

All engine breather pipes must lead to an easy-to-handle catch tank with a volume of at least 500ccm.

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire, to prevent oil spillage. The only cooling liquids permitted are oil and water. Additives for prevention of wear and tear are not allowed to contain any monoethylene glycol (MEG).

Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

#### **VCRR 05.5.4 GEARBOX & CLUTCH**

The gearbox and clutch must be of a type raced or available in a time according to their class specification. Exposed drive trains must have shield(s) fitted for the protection of driver and passenger. "Slipper" clutches are not permitted.

#### **VCRR 05.5.5 CARBURETTOR**

Carburettors must be of a type raced or available in a time according to their class specification. Fuel injection is not permitted. Induction above atmospheric pressure is not permitted.

#### **VCRR 05.5.6 IGNITION SYSTEM & KILL SWITCH**

Modern ignition systems may be used, but restricted to those with a two-dimensional advance curve. Ignition systems using throttle position sensors are not permitted. An ignition switch operated by a cord attached to the driver's wrist must be fitted as a safety measure in the event of the driver parting company with the outfit. The system needs to interrupt the primary circuit and kill the engine as well as the fuel pump instantly. The cord needs to be flexible, if a coiled cord is used, it should not be longer than 1m in emerged state.

#### **VCRR 05.5.7 BRAKES**

Brakes must be of a type raced or available in a time according to their class specification. The braking system must have two independent systems, with one of them working on at least two wheels. Brake discs need to be made of ferrous materials. Brake discs must not be ventilated or incorporate floating carriers in class 8a/K1.

#### **VCRR 05.5.8 WHEELS & TYRES**

Wheels must be of a type raced or available in a time according to their class specification. Generally, they need to be in a state which rules out breaking. This decision is taken to account by the technical commission.

Moulded treaded tyres must be used in class 8a/K1, slick tyres are permitted in classes 8b/K2 and 8c/K3.

#### **VCRR 05.5.9 EXHAUSTS SYSTEM & SILENCERS**

The exhaust system outlet must be approximately horizontal. Every part needs to be secured against possible damage caused by vibrations. The noise limit for all classes is 105 dB(A), measured static on a stationery outfit.

#### **VCRR 05.5.10 INSTRUMENTS & CONTROLS**

Must be of a type raced or available in a time according to their class specification. Instruments must be of the analogue type. Wireless transmission of data is not allowed. The fitting of digital meters is only permitted in class 8c/K3. Gear shift change lights are not permitted, however, a control light for neutral gear might appear.

#### **VCRR 05.5.11 SILHOUETTE & FAIRINGS**

The silhouette and fairings of the outfit have to generally resemble the appearance of genuine models, according to their class specification.

#### **VCRR 05.5.12 NUMBER PLATES**

All sidecars must display number plates on the front and both sides. If the fairing provides a large enough free space, it can be used as a number plate. In other cases the plates should be 230mm high by 280mm wide. The starting number needs to be clearly visible, with a stroke width of at least 25mm. Numbers assigned by the promoters/organisers have to be used.

Attachment 3

**Legal Disclaimer**

The participants take part at any event on their own risk. They carry full penal and civil responsibility for any damages caused by them and/or their vehicles unless non-liability is officially agreed on beforehand.

With handing in their entry form, drivers and co-drivers accept that damages throughout the events will not be covered by

- the promoters/organizers;
- the operators, marshals, owners of the racetrack, administrative authorities or any other person responsible for the organisation of the event; as well as
- the roadmaking authorities, in any case of damage to official roads (and corresponding accessories) used during the race event;
- or any other representative and helping and/or assisting personal to above mentioned persons.

Participants signing this form accept that; with the exception of damages caused by injury to life, body or health - even if caused by a deliberate or non-deliberate delinquency of an otherwise non-labile person or their representative - as well as any other form of damage - caused by a deliberate or non-deliberate delinquency of an otherwise non-labile person or their representative - damages occurring during the race events will not be covered by

- other participants (applicants, drivers, co-drivers), their assistants, team-owners, helping personal of other vehicles;
- as well as by the applicant himself, the drivers themselves, co-drivers (if not agreed on differently between applicants/drivers/co-drivers) and their representatives.

This legal disclaimer is valid for all parties involved once the entry form is handed in. It is valid on any legal claims, especially those concerning compensation – contractual and non-contractual – as well as claims resulting from illicit activity. Implicit legal disclaims are inviolate within this legal disclaimer.

With my signature I confirm that I have read this legal disclaimer and that I accept every detail in it. This representation is valid for all events within the “FIM-E Hill-Climb-Championship”, the “Deutscher Bergpreis 2018” and the “Regularity Trophy”.

Signatures: \_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_