

# **DMSB**

## **General Regulations for Rally Series / Automobile Sport**

Name of the Series:

**Mitropa Rally Cup 2019**

DMSB Visa Number:

**705/19**

### **Status of the Series/Events**

- International
- National A Plus incl. NSAFP
- National A incl. NEAFP
- National A

Preface:

The community of interests (CI) Mitropa Cup, composed by the President, the Vice-President, the Secretariat and the event promoters, organises the Mitropa Rally Cup 2019.

Promoter / Organisation: Community of Interests (CI) Mitropa Cup

Contacts: ADAC Südbayern e.V.

Yasin Özer

Tel.-No.: +49 89 – 5195 110

Fax-No.: +49 89 – 5195 478

Homepage: [www.mitropa-rally-cup.com](http://www.mitropa-rally-cup.com)

E-Mail: [info@mitropa-rally-cup.com](mailto:info@mitropa-rally-cup.com)

# **Table of Contents**

## **Part 1 Sporting Regulations**

- 1. Introduction**
- 2. Organisation**
  - 2.1 Details on titles and awards of the Series
  - 2.2 Name of the parent ASN
  - 2.3 ASN Visa/Registration Number
  - 2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)
  - 2.5 Composition of the organising committee
  - 2.6 List of Officials (Permanent Stewards)
- 3. Regulations and Legal Basis of the Series**
  - 3.1 Official language
  - 3.2 Responsibility, modification of the regulations, cancellation of the event
- 4. Entries**
  - 4.1 Registrations/entries, entry closing date and obligation to participate
  - 4.2 Entry fees for the season and per event
  - 4.3 Competition-numbers
- 5. Licences**
  - 5.1 Required grade of licence
  - 5.2 Conditions for entrants outside their national territory
- 6. Insurance; Liability exclusion and disclaimer**
  - 6.1 Organiser's/promoter's insurance
  - 6.2 Declaration by the entrant, driver and passenger on the exclusion of liability, Disclaimer of the vehicle owner
- 7. Events**
  - 7.1 Calendar of events
- 7. Classification**
  - 8.1 Scale of points
  - 8.2 Equality of points
- 8. Administrative checks**
- 9. Scrutineering/Technical checks**
  - 10.1 Repair, sealing and marking of vehicle parts
  - 11.2 Timetable Scrutineering/ Technical checks
- 11. Controls**
- 12. Running of the event**
- 13. Road Closing Car**
- 14. Title, prize money and trophies**
  - 14.1 Title overall winner
  - 14.2 Prize money and trophies
- 15. Protests and appeals**
- 16. Exclusion of jurisdiction of a court and limitation of liability**

17. **TV rights/ Advertising and television rights**

18. **Specific regulations**

## **Part 2 Technical Regulations**

### **1. Technical Series Regulations**

- 1.1 Summary of the eligible groups/ classes
- 1.2 Principles of the Technical Regulations in conformity with
- 1.3 General/Preamble
- 1.4 Driver's equipment
- 1.5 General
- 1.6 Minimum weights and ballast
- 1.7 Equivalence formula for supercharged engines
- 1.8 Exhaust prescriptions
- 1.9 Noise regulations
- 1.10 Advertising on the driver's equipment/on the rally car and start numbers
- 1.11 Safety equipment
- 1.12 Fuel and single fuel
  - 1.12.1 Fuel controls
  - 1.12.2 Refuelling, Refuelling installations and control
- 1.13 Technical definitions

### **2. Specific technical regulations**

N/A

## **Part 3 Attachments/Drawings**

N/A

**The present Regulations consist of 15 pages and no attachments.**

## **Part 1 Sporting Regulations**

### **1. Introduction**

The series Mitropa Rally Cup (MRC) is organised in conformity with the provisions of the International Sporting Code and its appendices 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 J (Article 253 and 277).

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

The series is supported by the following companies:

N/A

### **2. Organisation**

#### **2.1 Details on titles and awards of the Series**

The CI Mitropa Cup hereinafter referred to as series organiser, organises the Mitropa Rally Cup for the year 2019.

#### **2.2 Name of the parent ASN**

DMSB – Deutscher Motor Sport Bund e.V.  
Hahnstraße 70, 60528 Frankfurt-Germany  
Homepage: [www.dmsb.de](http://www.dmsb.de)  
E-Mail: [info@dmsb.de](mailto:info@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 11.03.2019 with visa number 705/19.

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

CI Mitropa Cup, c./o. ADAC Südbayern e.V., Ridlerstraße 35, 80339 München,  
Tel. 089 – 5195 114, Fax. 089 – 5195 478, Homepage: [www.mitropa-rally-cup.com](http://www.mitropa-rally-cup.com),  
E-Mail: [info@mitropa-rally-cup.com](mailto:info@mitropa-rally-cup.com)

#### **2.5 Composition of the organising committee**

Norberto Droandi

Walter Klösch

Yasin Özer

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

N/A

## **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 Licence Regulations
- DMSB Rally 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)
- 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 Mitropa Rally Cup 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 organizer 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**

The entrant and/or driver/co-driver must submit his application to be admitted to the CI Mitropa Cup until May, 30<sup>th</sup> at the latest by using the online-entry-form provided by the series organiser "Application for registration" on [https://mitropa-rally-cup.com/nenn\\_eng.php](https://mitropa-rally-cup.com/nenn_eng.php)

Scoring points in MRC and benefit from "Mitropa Cup plus" is not possible before the entry (incl. payment of entry fee) is accepted by CI Mitropa Cup.

The series organiser reserves the right to accept late application.

The Teams who entered for the Mitropa Rally Cup have not a fixed right to start in a rally by reason of their registration in the Mitropa Rally Cup.

All drivers and co-drivers take the nationality of the ASN which has issued their racing-licence (according to ISC Art. 9.5.1).

### **4.2 Entry fees for the season and per event**

The registration/entry fees as well as a possible deposit are payable as specified on the "Application for registration". The following registration/entry fees are payable by the team:

Drivers' classification Mitropa Rally Cup 400,- Euro  
Co-drivers classification 150,- Euro

"Mitropa Cup plus" in qualifying events: For registered participants in the drivers' classification for starts in foreign countries (based on the nationality in their passport):  
Free entry fee, inclusive of 1 service package. An administration fee (maximum 200 Euro) may be charged by the organizers.

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

All the accepted teams will be listed (and signed with "OK") in an entry list which will be published on [www.mitropa-rally-cup.com](http://www.mitropa-rally-cup.com).

The series organiser reserves the right to refuse "Applications for registration" with having to give reasons.

### **4.3 Competition-numbers**

The participants will get new competition-numbers for every event by the event organizer

## **5. Licences**

### **5.1 Required grade of licence**

#### **a) Drivers**

Drivers holding an International entrant's and driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade

A,  B,  C,  D,  C/D-historic,

and valid for the year 2019 who are registered for the Mitropa Rally Cup and have paid the registration fees are eligible.

## **b) Co-Drivers**

Co-Drivers holding an International entrant's and co-driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade

A,  B,  C,  D,  C/D-historic,

and valid for the year 2019 who are registered for the Mitropa Rally Cup and have paid the registration fees are eligible.

Driver's and Co-driver's valid driving license (according national traffic law).

## **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 ASN affiliated to the FIA and valid for the year 2019 and have paid the registration fees.

## **c) 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 "(Only for DMSB-sanctioned events with the exception of FIA-sanctioned events).

The Series organiser will check for any restrictions in the validity of the DMSB sponsor card for held in all countries identified in the series calendar.

## **d) Guest teams**

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 International 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 according Art. 3.9.4 of the ISC.

## **6. Insurance; Liability exclusion and disclaimer**

### **6.1 Organiser's/promoter's insurance**

In accordance with DMSB Event Regulations

See supplementary regulations of every event

### **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

Subject to change

1. Rebenland Rallye (AUT)	15.-16. March
2. Lavanttal Rallye (AUT)	05.-06. April
3. Rally Opatija (HRV)	03.-04. May
4. Rally Velenje (SVN)	24.-25. May
5. Rally Casentino – Toscana (ITA)	05.-06. July
6. Baranya Kupa (HUN)	02.-03. August
7. Rally Nova Gorica (SVN)	20.-21. September
8. Rally Città di Bassano (ITA)	27.-28. September
9. ADAC 3-Städte-Rallye (DEU)	18.-19. October

## 8. Classification

### 8.1 Scale of points

Allocation of points in the rally overall classification

<b>Place</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Points</b>	20	18	16	14	12	10	9	8	7	6	5	4	3	2	1

Allocation of points in the Mitropa Rally Cup classification

<b>Place</b>	1	2	3	4	5	6	7	8	9	10	11	12	13-25
<b>Points</b>	40	36	33	30	28	26	24	22	20	18	16	14	13-1

10 bonus points for each start in a foreign country (based on the nationality in their passport) – a maximum of 50 bonus points will be taken into consideration.

Allocation of points in the Mitropa Rally Historic Cup classification

<b>Place</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Points</b>	20	18	16	14	12	10	9	8	7	6	5	4	3	2	1

5 bonus points for each start, 5 additional bonus points if classified in an event.

Number of rallies for the Cup classification:

If 7 or more rallies are organised: 6 results,

If 6 rallies are organised: 5 results,

Less than 6 rallies are organised: all results.

In order to be classified, the driver/co-driver must have taken part in 3 rallies at least.

#### **Bonus points for start in a foreign country (based on the nationality in their passport):**

- For participants from (east) CZE, SVK, POL and RUS, events taking place in Slovenia are not considered as a start in a foreign country.
- For participants from (north) NLD, BEL, LUX, DNK, SWE, FIN, CHE and LIE, events taking place in Austria are not considered as a start in a foreign country.
- For Drivers from (south) FRA, ESP, MCO and SMR, events taking place in Italy are not considered as a start in a foreign country.
- For participants from DEU, events in HRV are not considered as a start in a foreign country.
- For participants from HRV, events in HUN are not considered as a start in a foreign country.
- For participants from HUN, events in DEU are not considered as a start in a foreign country.

Those rules are also the base for reduced entry fee in foreign countries according Art. 4.2 - Entry fees for the season and per event.



## 8.2 Equality of points

In the case of a tie after the last event, the higher position resulting from the overall classification of the last event in the MRC-calendar will be taken into consideration. If there is no decision the event before will be taken into consideration, and so on.

## 9. Administrative checks

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

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- ASN confirmation, if applicable
- Medical aptitude form
- Completion of all details on the entry form
- Car insurance cover certificate
- Registration document and liability insurance certificate

Scrutineering:

- Homologation form (original)
- Datasheets
- SOS / OK –sign (DIN A 3)

## 10. 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 submitted:

- Registration document or motor vehicle registration certificate Part I
- Homologation form
- Certificate for rollover structure
- "DMSB-Kraftfahrzeugpass (KFP)" for vehicles with road registration in Germany

### 10.1 Repair, sealing and marking of vehicle parts

See supplementary regulations of every event

### 10.2 Timetable Scrutineering/ Technical checks

see supplementary regulations of every event

## 11. Controls

In accordance to the DMSB Rally Regulations, Art. 31.

See supplementary regulations of every event

## 12. Running of the event

See relevant Supplementary Event Regulations as well as the Rally-Guide.

## 13. Road Closing Car

In accordance to the DMSB Rally Regulations, Art. 4.3 Appendix III

## 14. Title, prize money and trophies

### 14.1 Title overall winner

The **Mitropa Rally Cup 2019**

will be awarded to the team (driver/co-driver) who has scored the highest number of points after all the qualifying events.

### 14.2 Prize money and trophies

- Historic Cars (Appendix K) - Driver: The Mitropa Rally Historic Cup will be awarded to the participant who has scored the highest number of points in the drivers' historic classification.
- Historic Cars (Appendix K) - Co-Driver: The Mitropa Rally Historic Cup for Co-Drivers will be awarded to the participant who has scored the highest number of points in the historic co-drivers' classification.

## 15. 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:

International status EUR 1,500.00

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

An additional fee of EUR 3.000,00 charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)

## 16. 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 organiser or the organiser 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.

## **17. TV rights/ Advertising and television rights**

All the copyright and picture rights lie with CI Mitropa Cup including the pictures which are adopted by television broadcasts on the Mitropa Rally Cup.

All television rights of the Mitropa Rally Cup including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with CI Mitropa Cup

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the CI Mitropa Cup is prohibited.

***--- Primary rights of every qualifying event reserved.***

## **18. 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**

<b>Classes</b>	<b>Groups</b>
<b>RC2</b>	S2000-Rally: 1.6T engine with 28 mm restrictor S2000-Rally: 2.0 Atmospheric Group R5 (VR5) Group R4 (VR4) Group NR4 over 2000 cc (current N4)
<b>R-GT</b>	Group R-GT
<b>RC3</b>	Group A over 1600 cc and up to 2000 cc Super 1600 R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C) R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C) R3 (turbo / up to 1620cc / nominal – VR3T) R3 (diesel / up to 2000cc / nominal – VR3D)
<b>RC4</b>	Group A up to 1600cc R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B) Kit-car up to 1600cc Group N over 1600cc and up to 2000cc
<b>RC5</b>	Group N up to 1600cc R1 (atmo up to 1600cc - VR1A/VR1B and turbo up to 1067cc - VR1A/VR1B)

<b>Classes</b>	<b>Groups</b>
0	Group A over 2000 cc with four wheel drive Group A over 2000 cc without four wheel drive
K	Historic vehicles in compliance with the FIA Appendix K

#### **a) Mitropa Rally Cup**

All cars according to Art. 4 Eligible Cars of 2019 FIA Regional Rally Championships Sporting Regulations. All cars must comply with the 2019 FIA regulations and any provisions of the respective ASN.

#### **b) Mitropa Rally Historic Cup**

Historic vehicles in compliance with the FIA Appendix K regulations. All historic vehicles must be in possession of a valid Historic Technical Passports (HTP).

***Note: Additional more restrictive technical regulations could come in force by the Supplementary Regulations of the qualifying events.***

## **1.2 Principles of the Technical Regulations in conformity with**

- Art. 251, 252, 253, 254, 255, 256, 257A, 260, 260D, 261 of the Appendix J (FIA ISC)
- Art. 254A of the Appendix J 2013(FIA ISC)
- Art. 257 of the Appendix J 2011 (FIA ISC)
- Appendix K (FIA ISC)

National regulations of the DMSB deviating from the FIA safety regulations are not valid for series and events with the status international. The safety regulations according to article 1.11 of these regulations apply.

## **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 and co-driver's equipment**

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

Furthermore, the use of the FIA-head restraint (e.g. HANS®) (Appendix L of the ISC) is compulsory.

## **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

## **1.7 Equivalence formula for supercharged engines**

In compliance with the technical regulations of the group concerned, see articles 1.1 and 1.2

## **1.8 Exhaust prescriptions**

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

The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.

The cars must be equipped with a DMSB homologated particle filter (applicable for Diesel cars).

## **1.9 Noise regulations**

The maximum permitted noise limits are 95 dB(A).

This noise level will be determined in compliance with the DMSB short distance measuring method.

The current noise regulations of the ASNs of each event must be respected.

## **1.10 Advertising on the driver's co-driver's equipment/on the rally car and start numbers**

The current FIA/DMSB prescriptions for advertising on the driver's equipment/on the rally 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.

Under consideration of the FIA/DMSB prescriptions for start number and advertising on the rally car, the following advertising is compulsory on the rally car: Two "Mitropa Rally Cup" stickers (approx. 25 x 21 cm) must be placed in full view on both sides of the rally car during all the qualifying events.

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

## **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 technical regulations of the group concerned, see articles 1.1 and 1.2

In addition: Except historic cars according to appendix K any other cars must be fitted with safety fuel tanks according to FIA standards F3-1999, FT3.5-1999 or FT5-1999.

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 commercial, 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).

### **1.12.2 Refuelling, Refuelling installations and control**

According to the DMSB Rally Regulations

see supplementary regulations of every event

## **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 definitions according to Art. 251 of the Appendix J (ISC) are applicable.

## **2. Specific technical regulations**

### **2.1 - 2.14**

N/A

## **Part 3 Attachments/Drawings**

N/A