AUTOMOBILCLUB VON DEUTSCHLAND

Histo-Tour

10. – 12.08.2027

DEUTSCHE CLASSIC SERIE HISTORISCHER MOTORSPORT

SUPPLEMENTARY REGULATIOS

AUSSCHREIBUNG

RÈGLEMENT PARTICULIER

Register now | Jetzt anmelden | Inscrivez vous ici:

www.avd-histo-tour.de

Entry Closing Date | Nennungsschluss | Fin d'inscription:

04.07.2027

DEUTSCHE CLASSIC SERIE HISTORISCHER MOTORSPORT · Herzenssache · HEYCO · Octane · nürburgring · ZANDVOORT · A{H} auriga-historic

AvD-Histo-Tour 2027
Supplementary Regulations

Route: **Nürburgring Nordschleife - Nürburgring Grand Prix Strecke - Zandvoort**

Date: 10th – 12th August 2027
Approved by the AvD: on 25th November 2026 with approval no. GL5509 – 27002

The AvD-Histo-Tour 2027 is a touristic event for historic cars running over interesting routes (Rally-GLP) and circuits with target times and is part of the German Classic Series 2027. The event will run over three days and has a total distance of approx. 1,000 km, in which several target time and regularity tests are integrated. On public roads, average speeds of maximum 50 km/h will not be exceeded in the regularity tests. The route to be followed will be described in the Road Book. A skillful handling of the vehicle, the ability to navigate the track and a consistent driving style will be assessed. This event is not about achieving top speeds or fastest times. The road traffic regulations of the country in which you are currently driving apply at all times on the entire route. This also applies to closed-off areas. On private land and practice courses, the rules applicable on these grounds must be observed. Classifications will be established for the classes ‘Class Electronics” and ‘Sanduhr class”.

The event will run in compliance with:
- Road Traffic Regulations (StVO) of the respective country in which the event runs
- Road Traffic Licensing Regulations (StVZO) of the country in which the event runs
- Regulations and conditions of the approving authorities
- Provisions of these regulations including any bulletins

1. Route

- Number of legs: 3
- Number of target time or regularity tests: 25 - 30
- Number of GLP on racetracks: 3
  - Nürburgring-Nordschleife
  - Nürburgring-Grand-Prix-Circuit
  - Circuit Zandvoort
- Total distance of the event: approx. 1,000 km

2. General Organisation / Sporting Organisation

GENERAL ORGANISATION	SPORTING ORGANISATION
AvD Wirtschaftsdienst GmbH Sport Goldsteinstraße 237 60528 Frankfurt/Main GERMANY Phone: +49 69/6606 345 E-Mail: Histo-Tour@avd.de	Auriga{Historic historic-rallye-event Reinwardtstraße 21 42899 Remscheid GERMANY Phone: +49 2191/590248 (office hours 10:00-17:00) E-Mail: info@auriga-historic.de

Official Notice Board: www.sportity.com/app
(The keyword will be published with the entry confirmation)

Rally – Homepage: www.avd-histo-tour.de

ORGANISING COMMITTEE	GIVEN NAME, NAME	CITY/COUNTRY
Organising Committee:	Wolfram Mansky	Frankfurt/Main
Organising Committee:	Jörg Ramme	Remscheid

JURY	GIVEN NAME, NAME	CITY
Jury (Chair):	Jörg Ramme	Remscheid
Jury:	Stefan Schlesack	Remscheid
Jury:	Wolfram Mansky	Frankfurt/Main

OFFICIALS	GIVEN NAME, NAME	CITY
Head of organisation:	Jörg Ramme	Remscheid
Clerk of the course:	Andreas Mannheim	Wermelskirchen
Event secretary:	Antonia Ramme	Remscheid
Track safety:	Stefan Schlesack	Remscheid
Chief timekeeper:	Andreas Mannheim	Wermelskirchen
Results:	JB Time Concept	Belgium
Environmental officer:	Stefan Schlesack	Remscheid
Timekeeping:	HP-Sport Tripy SA	Bad Kötzting Belgium
Media / Press Office:	N.N.	Frankfurt/Main
Recovery service + scrutineering:	AvD Pannenservice	

EVENT OFFICE	DATE	OPENING HOURS
AvD Wirtschaftsdienst GmbH Sport Goldsteinstraße 237 60528 Frankfurt/Main GERMANY Phone: +49 69-6606 345 E-Mail: Histo-Tour@avd.de	Until 09.08.2027	Until 16:00 hrs

Accreditations at the ring°carré Eifel-Ardennen-Straße 53520 Nürburg GERMANY +49 151 4643 3947 info@auriga-historic.de	On 10.08.2027	From 09:30-12:30 hrs
After Leg 1: Dorint Hotel am Nürburgring +49 151 4643 3947 info@auriga-historic.de	10.08.2027	After finish until start on the following day
After Leg 2: Van der Valk Hotel Maastricht +49 151 4643 3947 info@auriga-historic.de	11.08.2027	After finish until start on the following day
After Leg 3/Finish: Van der Valk Hotel Sassenheim +49 151 4643 3947 info@auriga-historic.de	12.08.2027	After finish until beginning of prizegiving

3. Programme in chronological order

ITEM	PLACE	DATE	TIME
Entries open:	Frankfurt/Main	from now on	
Entry closing date:	Frankfurt/Main	04.07.2027	24:00 hrs
Publication of start numbers and dispatch of entry confirmations:	Frankfurt/Main	26.07.2027	
Administrative checks and distribution of Road Book:	Event office in the ring°carré Eifel-Ardennen-Straße 53520 Nürburg GERMANY	10.08.2027	09:30-12:30 hrs
Scrutineering:	Dorfplatz in the ring°carré Eifel-Ardennen-Straße 53520 Nürburg GERMANY	10.08.2027	09:30-12:30 hrs
First meeting Jury:	Event office in the ring°carré 1st floor left Eifel-Ardennen-Straße 53520 Nürburg GERMANY	10.08.2027	12:31 hrs
Drivers' briefing:	Ring°bowling in the ring°carré Eifel-Ardennen-Straße 53520 Nürburg GERMANY	10.08.2027	12:35-13:05 hrs
Publication of the list of cars admitted to start with start times/	www.sportity.com/app	10.08.2027	13:05 hrs

start order for Leg 1:			
TC 1, Start of 1st car, presentation of the cars:	Dorfplatz in the ring°carré Eifel-Ardennen-Straße 53520 Nürburg GERMANY	10.08.2027	14:16 hrs
Regularity test 1, start:	Nürburgring Nordschleife	10.08.2027	17:00 hrs
Last meeting Jury:	Van der Valk Hotel Sassenheim-Leiden	12.08.2027	
Publication of provisional results:	www.sportity.com/app		
Prizegiving:	Van der Valk Hotel Sassenheim-Leiden	12.08.2027	As part of the evening event

4. Entries

Entries close on **04th July 2027, 24:00 hrs.**

The **entry fee** per car (2 persons) is:

- By the entry deadline 04.07.27 with accommodation in a double room: €3,850 including VAT.
- Early Bird (until 31.01.2027) with accommodation in a double room: €3,550 including VAT.

Single rooms can be reserved for the three nights included in the package. Please indicate your request on the entry form accordingly when specifying the entry fee details:

- By the entry deadline 04.07.27 with accommodation in a single room: €4,290 including VAT.
- Early Bird (until 31.01.2027) with accommodation in a single room: €3,990 including VAT.

The entry fee includes the following services:

- Rally plate
- Road Book
- Administrative checks and scrutineering
- Start numbers/start number panels
- 3x accommodation in a double room for 2 persons incl. breakfast (Tues.-Wed., Wed.-Thurs., Thurs.-Fri.)
- Shuttle service for your luggage from hotel to hotel, in case there is not enough space in your vehicle
- 3x lunch for 2 persons (Tues., Wed., Thurs.)
- 2x dinner for 2 persons (Tues., Wed.)
- 1x prizegiving ceremony as part of the evening event for 2 persons (Thurs.)
- A selection of drinks is included for lunch break, dinner and the prizegiving ceremony
- AvD roadside assistance and towing tervice
- Photo service: After the rally, exclusive event photos will be available for free download

Guests can attend the prizegiving ceremony for an additional charge of € 80.00 per person.

Each team/participant must complete the entry form correctly and in full. Entries will only be accepted if the entry fee has been paid by bank transfer.

Bank details for bank transfers

Account holder: AvD Wirtschaftsdienst GmbH
Bank: Deutsche Bank Frankfurt am Main
IBAN: DE20 5007 0010 0790 1010 00
BIC/SWIFT-Code: DEUTDEFFXXX
Reference: Nenngeld AvD-Histo-Tour 2027
Account no.: 790 101 000
Bank code (BLZ): 500 700 10

Please attach the bank transfer receipt.

If a team withdraws its entry after the entry closing date, the entry fee will not be refunded. Any withdrawal of an entry must be made in writing.

Please send a digital image of the vehicle in as high a resolution as possible to t.ramme@auriga-historic.de and histo-tour@avd.de together with the entry form.

Number of starters

The organiser reserves the right to select the vehicles and to adjust the number of vehicles according to requirements.

In the event of the refusal of the entry, which the organiser may do without giving reasons, or cancellation of the event, any entry fee already paid will be refunded.

5. Eligible vehicles

Classic cars and youngtimers which are 20 years old at the date of the event (vehicle registration up to and including 31st July 2006) and which fulfil the following eligibility criteria are admitted to participate:

- Regular licence plate or
- Classic car licence plate or
- Red licence plate (07 plates only) or
- Seasonal licence plate

06 licence plates, short-term licence plates and export licence plates are not permitted.

All **open** vehicles must be equipped with at least a rollover device, rollbar, rollover protection system (ROPS) or a rollover device in accordance with Art. 12 of the DMSB Basic Regulations Clubsport-GLP (see Appendix 1). Please submit pictures of the rollover device together with the entry form so that a starting permit for the open vehicle can be obtained from the race tracks. Alternatively, a hardtop is also permitted.

All vehicles must be licensed for use on public roads and fully comply with the Road Traffic Licensing Regulations (StVZO) of the countries through which the event will run. In addition, they must carry on board at least one 2kg portable fire extinguisher (alternatively 2 1kg portable fire extinguishers). Every vehicle is required to carry appropriate reflective vests for each person, a warning triangle and the prescribed first aid kit. Please also note any special regulations of the countries through which the event will run.

The following applies to all race tracks: The maximum permitted sound power or noise limit per vehicle is 95 dB(A) according to the close-range measurement method and 130 dB(A) measured according to the DMSB pass-by measurement method (LWA method). The Nürburgring 1927 GmbH & Co. KG, for example, carries out noise tests at the respective track and reserves the right to exclude vehicles that exceed the above-mentioned noise limits from the runs or regularity tests, even if the noise limits recorded in the vehicle licence are complied with. Vehicles with damaged exhaust systems or exhaust systems that have been modified without authorisation will be excluded.

The following vehicles are not authorised: Delivery vans, vans/minibuses, convertibles without a roll-over device (see above).

6. Driver and co-driver equipment

The driver must be in possession of a valid driving licence and have reached the age of 18. A licence is not required. The co-driver must be at least 16 years old. There should be no more than two people on board the vehicle (driver + co-driver). Additional passengers (minimum age of 16 years) are possible after consultation with the organiser at an extra charge. Special regulations of the race tracks regarding the vehicle crew have priority. For co-drivers and passengers under the age of 18, a declaration of consent from a parent or legal guardian must be presented.

During the entire event, the wearing of body-covering clothing (shoulder-covering top, long trousers) and closed shoes is recommended and mandatory on the race tracks. For the special stages on the race tracks, all participants in the vehicle must also wear a helmet, as is or was mandatory in automobile racing. However, the helmet does not have to comply with current certification regulations/standards. It is nevertheless recommended that helmets conform to current standards.

7. Insurance and exclusion of liability

General principles
Participants (competitors, drivers and co-drivers, vehicle keepers and/or vehicle owners) take part in the AvD-Histo-Tour (hereinafter referred to as the event) at their own request and risk. They shall bear sole responsibility under civil and criminal law for all damage caused by them or by the vehicle used by them, unless an exclusion of liability has been agreed.

Parking of participating vehicles, during the day as well as at night, in guarded or unguarded car parks and locations, is generally at the participants' own risk.

Waiver of liability
By submitting the entry form, the participants (competitors, drivers and co-drivers, also as vehicle owners and/or keepers) declare that they waive all claims of any kind for damages arising in connection with the respective event, in particular with regard to

- the AvD e. V. and the companies belonging to its organisation (in particular AvD Wirtschaftsdienst GmbH), their respective presidents, bodies, managing directors, general secretaries, employees and members,
- the organisers, the officials and marshals, the promoter/series coordinator,
- the race track owners/track operators,

- the sporting organiser Auriga{Historic,
- authorities, race services and all other persons connected with the organisation of the event,
- the road authorities, insofar as damage is caused by the condition of the roads / courses / tracks to be used during the event, including accessories, and
- the vicarious agents and assistants of all the aforementioned persons and bodies, and also against
- the other participants (competitors, drivers and co-drivers, vehicle owners, vehicle keepers) and their assistants and
- subject to any special agreements to the contrary between the competitor(s), driver(s) and co-driver(s) against their own competitor(s), driver(s), co-driver(s) and their own assistants.

Excluded from this waiver are damages resulting from injury to life, body or health, which are based on an intentional or grossly negligent breach of duty - also by a legal representative or a vicarious agent of the group of persons released from liability - and other damages which are based on an intentional or grossly negligent breach of duty - also by a legal representative or a vicarious agent of the group of persons released from liability.

The waiver of liability applies to all claims on any legal grounds whatsoever, in particular both for claims for damages arising from contractual and non-contractual liability and also for claims arising from tort. Tacit exclusions of liability remain unaffected by the above waiver.
The exclusion of liability becomes effective for all parties involved upon submission of the entry.

In the event of an injury occurring or being discovered during the running of the event or in the event of damage to health that may permanently or temporarily jeopardise fitness for participation in automobile sport, the undersigned releases all doctors providing treatment from their duty of medical confidentiality towards the officials responsible for the event, in view of the safety risk this may pose to third parties.
By submitting the entry form, the competitor/driver/co-driver acknowledges that insurance cover may not be granted under the motor insurance (motor vehicle liability, comprehensive and passenger accident insurance) for damages during the event. He undertakes to also inform the owner and/or keeper of the vehicle used of this.

Indemnification declaration/consent
(Only required if the competitor, driver or co-driver is not the owner and/or keeper of the vehicle to be used in the event, see previous text).
I/We agree to the participation of the vehicle specified in the entry form in the event and declare the above waiver of claims of any kind for damages arising in connection with the event, in particular against the persons and bodies listed above in accordance with the driver/co-driver's declaration printed above. The waiver of liability becomes effective for all parties involved upon submission of the entry form.

Insurance
For the participating vehicles, proof of a liability insurance with the statutory minimum amounts of EUR 2,500,000.00 for personal injury, EUR 7,500,000.00 for three or more injured persons and EUR 1,220,000.00 for property damage must be provided. By submitting the entry form, the driver confirms that the entered vehicle is fully insured in accordance with these regulations. The organiser will take out the insurance required by the approving authorities.

8. Responsibility, modification of the supplementary regulations, cancellation of the event

The organiser reserves the right to make any necessary changes to the supplementary regulations due to force majeure or for safety reasons, or as ordered by the authorities, or to cancel the event if this is due to extraordinary circumstances, without assuming any liability for damages.

9. Start numbers and advertising

Obligatory organiser's advertising

Rally plate:	Automobilclub von Deutschland
Above the start number:	Will be communicated with the entry confirmation
Free location:	Will be communicated with the entry confirmation

Optional organiser's advertising

Additional advertising proposed by the organiser:	Will be communicated with the entry confirmation
Location/s to be kept free:	Will be communicated with the entry confirmation.

10. Administrative checks

Date and place: see Programme in chronological order

In order to minimise the time required for administrative checks, the following documents must be brought and presented at the administrative checks:

- Entry confirmation
- Registration certificate Part 1 ('vehicle licence') of the vehicle
- Proof of liability insurance for the vehicle
- Driving licences of the driver(s) (for driver changes within the team)
- Indemnification declaration/ consent of the owner/ keeper of the vehicle used (if the driver is not the owner/ keeper of the vehicle)
- Declaration of consent from legal guardians for co-drivers and passengers under the age of 18 years

Drivers with special medical conditions (e.g. allergies, haemophiliacs, diabetics, physical disabilities, etc.) are obliged to provide the clerk of the course with a written note including their name, start number and details of their illness/disability at the time of administrative checks. Participants with injuries or temporary disabilities are obliged to present themselves to the clerk of the course before the event. The clerk of the course will decide on their participation in the event.

11. Scrutineering

Date and place: see Programme in chronological order
Scrutineering will take place after administrative checks. The checks carried out at scrutineering will be of general nature, the following items will, amongst others, be checked:

- Check of make and model of the vehicle, year of manufacture
- Basic compliance with road traffic regulations
- Presence of helmets for the regularity tests on the race tracks
- Presence of the prescribed fire extinguisher
- Watches and odometer used (especially "Sanduhr class"), etc.

The vehicles must comply with the Road Traffic Licensing Regulations (StVZO). Modifications must be documented by means of an entry in the registration certificate Part 1 ('vehicle registration document') or by a general operating licence (ABE).

For vehicles with a red licence plate, the original or a copy of the registration certificate Part 2 ('vehicle registration document') must be presented at scrutineering.

In the event of significant changes compared to the Road Traffic Licensing Regulations (StVZO) and in the event of technical faults, the vehicle may be excluded from participation.

TRIPY-GPS
During scrutineering, the vehicle will be equipped with a TRIPY-R GPS system, which constantly monitors the route and the speed of the vehicle and accurately records the times at the control points. The device will be installed by a technician who will also check its function. For this purpose, the vehicle must **previously** be equipped with a power supply cable (directly from the vehicle battery) to ensure a continuous power supply (24/7). The power cable must be routed into the cockpit near the windscreen on the passenger side. See Appendix 2 (TRIPY Appendix).

12. Running of the event

Start order - rally plates - start numbers
The start will be given in the order of the start numbers, with the lowest number starting first. The organiser will provide each team with one rally plate and two start numbers. The rally plates must be displayed in a visible position at the front of the vehicle during the entire event.

Under no circumstances may the rally plates cover the licence plates, not even partially. The start numbers provided must be clearly legible on both sides of the vehicle during the entire event. The organiser assumes no liability for damage to the vehicle caused by affixing the rally plates and start numbers. If a vehicle retires, the rally plates and start numbers must be removed.

Road Book / Time cards
At administrative checks, each team will receive the Road Book with a description of the route to be followed.

The time cards (one time card per day) will be issued to the teams each day at the 'TC-Start'. The time cards must be presented at any time upon request. The teams are themselves responsible for presenting the time cards and for the accuracy of the entries.

The loss of a time card or any modification to a time card will result in exclusion.

Procedures
The exact start time is shown in the published list of teams authorised to start. The teams are required to have their passage confirmed at each control point listed on the time card, in the correct order. The target time for covering the distance between two time controls is indicated on the time card. Any lateness at the start of the event, a leg or a section will be penalised in accordance with the list of penalties (Article 18. Penalties).

Controls - General provisions
All controls, i.e. time controls, passage controls, starts and finishes of target time or regularity tests are identified by means of control signs. The controls will be open 15 minutes before the scheduled arrival time of the 1st vehicle. Unless otherwise specified by the clerk of the course, the controls will be closed 15 minutes (maximum permitted lateness) after the target arrival time of the last vehicle.

The arrival at a control from the wrong direction or missing a control will be **penalised in accordance with Article 18 (Penalties)**. The teams are obliged to follow the instructions of the respective responsible officials at the controls. Failure to follow the instructions may result in penalties imposed by the clerk of the course - up to and including exclusion.

Time controls (TC), passage controls (PC), target time tests and regularity tests ('GLW')
a) Time controls
Time controls (TCs) will be set up at various points on the route to monitor the consistent driving style and to ensure compliance with the organisational procedures. The exact location of the time controls is communicated to the participants. At these controls, the responsible official will enter the time, i.e. the current minute in which the time card was handed over to him/her, on the time card. The vehicle, driver and co-driver of the team must be present at the control point for this purpose.
The time control itself is marked by the control sign '**clock on red background'**. Each team must report to the respective time control at a specified target time. This target time is calculated by adding the target time for the respective section to the start time for this section.

Example: Start time for section	09:01 hrs
Target time for the section	24 minutes
Target time for the time control	09:25 hrs

Each competing vehicle must wait in front of the control sign '**clock on yellow background'** until the minute preceding its target time. The crew may enter the control zone at this time. The vehicle may enter the control zone at the target minute or the minute preceding the target minute. The time is entered immediately after the time card is handed over. The minute running at the moment of handing over the time card is recorded.

Example: Target time for the time control	09:25.00 hrs
Vehicle enters the control zone no earlier than	09:24.00 hrs
Handover of the time card to the official between	09:25.00 and 09:25.59

Any deviation of the actual check-in time from the target time will be penalised as follows:
- for lateness **in accordance with Article 18 (Penalties)**
- for early arrival **in accordance with Article 18 (Penalties)**

b) Passage controls
Passage controls are used to check whether participants comply with the compulsory route.

The controls are positioned on the specified route. The start of a passage control zone may be indicated by a control sign '**stamp on yellow background'**. At a distance of approx. 25 metres, the location of the control post is indicated by the control sign '**stamp on red background'**. This is where the team hands over the time card to the responsible official, who simply confirms the passage - without time entry - with a stamp entry or signature in the field provided for this purpose. There may also be unmanned self-checks along the specified route. Participants are responsible for making an entry by applying a stamp in the field provided for that purpose on the time card.

Passage control per GPS:



FIA sign: GPS-PC (passage control GPS)

c) Target time tests and regularity tests
For target time tests, a prescribed route with a corresponding driving time is specified.
In the regularity tests, the participants must drive the specified route at a prescribed average speed, which may vary from test to test. On public roads, average speeds of max. 50 km/h are not exceeded for the regularity tests.

The times set by the participants are calculated **in accordance with Article 18 (Penalties)**.

The start for the target time tests and regularity tests may be given to the full minute by a radio controlled clock (e.g. 09:01) and/or by means of a photocell or hose. The finish will be communicated to the participants. In case of early arrival, stopping in front of the yellow pre-warning sign to indicate the finish is permitted. Participants must stop on the far right-hand side of the road. The finish line is situated at a distance of approx. 50 metres after the yellow pre-warning sign and indicated by means of the control sign '**Finish flag on red background**' and shall be crossed as a flying finish.

To establish the overall classification, the two worst individual results (two time measurements) on day 1 and the three worst individual results (three time measurements) on days 2 and 3 will be deducted from the time tests for each team.

Timekeeping
Timing for target time tests may be done using photocells or GPS (TRIPY-GPS).
The reference point for GPS timing is the pylon at the height of the finish sign. The end of the regularity test is indicated in the Road Book and on the time card.

Start
A time control (TC) will be set up before each target time test or regularity test, which may also be the start of the target time test or regularity test. At the time control, the official on duty will enter the start time for the target time test or the regularity test. This start time is also the start time for the next section, consisting of the target time test or regularity test and the road section to the next TC. The team will start at the time entered. During the event, there may also be tests with autonomous starts. In this case, the participant starts autonomously according to the time calculated by him!

Finish
The beginning of the finish area of a target time test or a regularity test (or the area of a lap time recording) may be marked by the control point sign '**chequered flag on yellow background'**. After passing this sign, it is no longer permitted to stop, i.e. the finish area (or the area of a lap time recording) is a flying finish. The finish may be located approx. 50 metres behind the yellow sign and is marked by the control point sign '**Finish flag on red background'**.

Regularity check
To monitor the average speeds, so-called regularity checks may be set up on the regularity tests. In these tests, the specified average speed is monitored by secret time controls, and compliance with the route approved by the authorities is also checked.

Procedure on race tracks with set times
The number of laps to be completed and the specific task are specified in the Road Book.
On the race tracks, the first lap or the first section up to the first timekeeping point is considered to be the 'formation lap'. It is only thereafter that the specific task begins.
On the first timed lap, the participants set an individual target time for themselves which forms the basis for the regularity test and which must be confirmed in the following laps in accordance with the specific task.

13. Additional provisions

Drivers' briefing
The drivers' briefing is part of the event. Important information and any additional information / changes regarding the organisation of the event will be communicated at the drivers' briefing. For place and time see Programme in chronological order. Attendance at the drivers' briefing is compulsory. Non-attendance or incomplete attendance may be penalised at the discretion of the Jury.

Swapping of driver/co-driver
Drivers and co-drivers which are part of the same team entered may swap positions and take over the wheel at any time during the event. These changes do not have to be reported to the organisers and will not be penalised.

If a driver/co-driver of an entered team has to retire or is unable to participate on all days of the event, a swap of driver/co-driver from outside the own team is possible. However, this must be reported to the organisers in writing in advance.

Environmental protection and cleanliness, refuelling
An oil and fuel-proof plastic sheet measuring at least 5 x 2 metres must be placed under the vehicles concerned and under the engine area of the service vehicle during every service

activity and any repairs. In addition, a waste bag (at least 100 litres) must at all times be kept available for disposing of rubbish. Compliance with these requirements will be checked by judges of fact.
Non-compliance with these regulations, in particular the contamination of the service areas, will result in a penalty at the discretion of the Jury. Refuelling of vehicles is permitted in the service zone and at the petrol stations specified in the Road Book. Infringements will result in a fine of EUR 200.00.

Overtaking is prohibited between the finish and the stop of a target time test or a regularity test.

Results lists will be available after the event for download on the rally homepage.

Official time during the event: Speaking clock of the German Telekom 01804 - 100 100

No objections will be accepted against the indicated distances of the routes and the announced and secret checkpoints.

14. Prizegiving / Classification / Trophies

Place and time of the prizegiving ceremony: see Programme in chronological order

Classification
All teams that reach the finish of the event in the vehicle in which they started the first leg will be classified.

There will be two classes:

- Electronics class: Trophies for 1st to 20th place

- "Sanduhr" class: Trophies for 1st to 3rd place

15. "Sanduhr" class

Only watches with a purely mechanical clockwork may be used in the "Sanduhr" class. Clocks with calculating or average indicating functions as well as battery-operated or signalling clocks are prohibited. In addition, only mechanical odometers without digital signal generation and signalling are permitted. The above regulations will be checked at scrutineering and monitored by the organisation and event management during the entire event. The use of prohibited timing devices or distance counters will result in the disqualification from the "Sanduhr" class.

16. Jury

The organiser will appoint a Jury consisting of three persons. In the event of any disputes in connection with the event, the target time or regularity tests carried out and the classifications established, including any infringements of the regulations, the clerk of the course will decide first.

17. Traffic regulations

During the entire event, the teams must strictly adhere to the road traffic regulations of the countries through which the event runs. The organiser reserves the right to apply penalties on participants who fail to comply or to remove them completely from the classification. Anyone whose behaviour or driving style damages the public image of the AvD-Histo-Tour will be excluded from the event and the entry fee will not be refunded. Participants drive at their own risk and are themselves responsible for the road safety of their vehicles.

18. Penalties

Time controls	
Early arrival at a time control, per minute or fraction of a minute	10 sec
Lateness at a time control for each minute or fraction of a minute (maximum permitted lateness for each leg: 15 minutes)	5 sec
Missing a time control/maximum penalty points	50 sec
Arrival at a time control from wrong direction	50 sec

Passage controls	
Missing a passage control	30 sec
Missing a secret passage control	30 sec
Arrival at a passage control from wrong direction	30 sec

Target time tests and regularity tests	
Any difference with regard to the imposed target time in a regularity test, for each tenth of a second	0.1 sec
Any difference with regard to the imposed target time/time set in a target time test, for each tenth of a second	0.1 sec
Speeding in a speed zone, 10% over limit	10 sec
More than 25% of the speed imposed (calculated driving time)	30 sec
Maximum penalty seconds for each time measurement	20 sec
Stopping between yellow and red finish sign (if in place)	10 sec
Obstructing another team in a regularity test (for each obstruction)	10 sec
Missing a regularity test	250 sec
Knocking over or moving a pylon in a regularity classification/test	3 sec per pylon

Various	
Use of unauthorised devices in the „Sanduhr“ class	Non-classification in the “Sanduhr“ class
Unsporting behaviour	At discretion
Speeding recorded by a public authority > 30%	Non-classification
Other traffic offences reported	At discretion
Loss of the time card, unauthorised changes made	Non-classification

Change of vehicle during the event, for each change	100 sec
Swapping of driver/co-driver outside the entered team	300 sec
Insulting marshals and organisation staff	At discretion

In the case of ex-aequo, the team that has achieved the better result in the first target time test or regularity test will be proclaimed the winner. Should there still be a tie, the better results of the 2nd, 3rd, etc. classification will be used to determine the winner or positions.

Frankfurt/Main, November 2026 AvD Wirtschaftsdienst GmbH