



Histo Cup 2014

Regulations

open for vehicles with and without HTP
Security provisions of Appendix K

Salzburg, January 2014

HISTO-CUP AUSTRIA 2014

The "Historische Fahrergemeinschaft - HFG-Austria", A-5026 Salzburg, Ignaz Rieder Kai 83, organizes the

"Histo-Cup 2014"

on the following terms:

0 principle

As the basis of Appendix K of the international Sporting Code of the FIA and the Annex J of the respective period shall apply. It is based on the Sports Law of the OSK or the relevant ASN and the circuit racing regulations of the OSK and the FIA and all the attachments of the currently valid FIA Yearbook, especially if they relate to the safety and technical equipment.

1 Nominal duty - Terms and Condition

Each driver must fill out a registration form before his first run at the HFG-Austria and pay the registration fee. The registration fee is €400.00 and must be paid to the Historische Fahrergemeinschaft the account at Hypo Bank Salzburg, BIC: SLHYAT2S , IBAN: AT26 5500 0002 1802 4520.

Participation is open to all drivers with an international class D license, issued by an ASN 's from the EU or Switzerland. Holders of higher licenses are also allowed. The HFG reserves enrollments and answers, dismiss, stating the reasons or to have to start "guest drivers". Up to two riders per vehicle are allowed.

If evenness-races are done within the scope of Histo Cup events, this races will be done as a RaceCard-Race, which means that holder of OSK-RaceCards, evenness licenses or drivers-licences are entitled to take place in this competition.

Enrolled drivers:

- Receive Informations an Rules on e -mail or fax
- Undertake to attach the Cup Commercial
- be considered for the overall ranking

1.1. Racing experience / Driver Training:

Each newly registered driver must either prove that he or she has already gained racing experience in the past (4-wheel or 2-wheel) or has to complete a certificate recognized by the OSK racing course. The proof must be provided by submitting official results of events that were entered in motorsport calendar of the country concerned organization (ASN) and the FIA.

1.2. HANS safety system

The HANS system is mandatory for all racing series under FIA regulations. Except for Appendix K cars: HANS is still strongly recommended.

2 Eligible Cars - categories, periods and classification

2.1. Histo-Cup according to Appendix K

Open to drivers / entrants with historical vehicles manufactured between 01.01.1947 and 31.12.1981 having a historic vehicle pass (HTP) to appendix K of the FIA / OSK feature, as well as the provisions of Appendix K and J of the last year the corresponding periods and the exemptions granted under item 10 of this regulation in any of the periods correspond listed below. There are also vehicles approved with national homologation and passport.

2.1.1. periods:

Period " E" : 01.01.1947 to 12.31.1961

 Touring car , special touring cars , GT / GTS , two -seater sports car

Period " F" : 01.01.1962 to 31/12/1965

 Touring Car Group 1.2 , special touring cars , GT / GTS / GTP , two -
 seater sports car

Period " G" : 01.01.1966 to 31.12.1971

 (G1 + G2) Touring Car Group 1.2 , special touring cars , GT / GTS / GTP
 two-seater sports car

Period " H" : 01.01.1972 to 31.12.1976

 Touring Car Group 1.2 , special touring cars , GT / GTS / GTP

Period of "I": 01.01.1977 to 31.12.1981

 Touring car group 1 and 2, GT and GTS.

Special Touring Cars and Group 5 vehicles are allowed if they are original vehicles.

The current appendix K of the International Sporting Code and the appendix J of the respective period take effect.

Drivers can use semi-slick tires with or without E mark (cars up to 1971). From 1972 slick tires are allowed. The rims are optional for all vehicles. Rain tires optional.

2.1.2. Classes:

All Touring Cars (Group 1, 2, special touring cars) and GT cars (GT / GTS / GTP) of all periods are classified and evaluated in the following classes:

historic vehicles:

Class until 1000 cc

Class until 1300 cc

Class until 1600 cc

Class until 2000 cc

Class until 4000 cc

Class over 4000 cc

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In the class up to 1000cc will be distinguished and counted in two-stroke and four-stroke-powered vehicles. Up to 2000cc Class is divided into 2-valve and 4-valve technology.

2.2. Histo-Cup - STW / special touring cars and GT's

Open to drivers / entrants with historical cars manufactured between 01.01.1962 and 31.12.1981, and those which are having a historical FIA/OSK- "HTP vehicle pass" or a OSK Car ID Card and those cars which correspond the conditions of Appendix J of the current year, the corresponding period and the exceptions to this invitation, which are listed under point 10 to tender issued in one of the listed below correspond to periods:

2.2.1. periods:

Period "F": 01.01.1962 to 31/12/1965

 Touring Car Group 1.2, special touring cars, GT / GTS / GTP

Period "G": 01.01.1966 to 31.12.1971

 Touring Car Group 1.2, special touring cars, GT / GTS / GTP

Period "H": 01.01. 1972 to 31.12.1976

 Touring Car Group 1.2, special touring cars, GT / GTS / GTP

Period "I": 01.01.1977 to 31.12.1981

 Touring car group 1.2 and 5 GT / GTS / GTP

Cars can also participate with a national car pass (eg OSK-car pass, E1 or OSK-car ID Card).

The vehicles of the former group H and group 5 must correspond to the historic original and fit the historical scene. The HFG reserves about this before making a contingent of entries.

2.2.2. classes:

All Touring Cars (Group 1, 2, STW) and GT cars (GT / GTS / GTP) of all periods are classified and evaluated in the following classes:

Class until 1300 cc

Class until 1600 cc

Class until 2000 cc

Class until 2500 cc

Class until 4000 cc

Class over 4000 cc

for safety reasons, all cars underlie the current provisions of the OSK.

The vehicles described in appendix K and STW ride in a race with separate rating (appendix K and STW). In some events, vehicles are divided into a race to 2500cc and in a race over 2500cc.

For the "V8 Historic" (vehicles over 4000cc) a special classification is performed in the overall standings. With more than 25 vehicles, own races will be carried out.

2.3. Young-timer until 2001

Open to drivers with cars built between the 01.01.1982 and the 31.12.2001 and either have a "HTP-car pass," a national ASN-car pass, E1, or a car ID card, correspond the terms of the final homologation or appendix J of the relevant period, and the exemptions granted under point 10 of this tender in one of the periods listed below:

2.3.1. periods:

Period: 01.01.1982 to 31.12.1996

Touring cars and GT's of the groups N / A and STW

Period of: 01.01. 1997 to 31.12.2001

Touring cars and GT's of the groups N / A and STW

After consultation, former DTM cars and the like can also be allowed. Former Group B cars and turbocharged vehicles require special permission of the organizers and take the turbo factor (1.4 or 1.7) in the class then calculated. The driver must demonstrate, however, that the vehicle from the outset was a turbo vehicle.

It is expressly pointed out that wings and other aerodynamic parts must be "periodic compliant and homologated.

The safety regulations of the Austrian sports authority apply to all vehicles in principle.

2.3.2. Classes:

2-valve technology: 4-valve technology:

Class up to 1600cc class up to 1600cc

Class up to 2000cc class up to 2000cc

Classes up to 2500cc, to 3,000 cc, to 3500ccm, to 4000ccm and over 4000ccm

Vehicles with bi-turbo engines are not permitted. If there is only one driver in one class, he will be lined up in the next class (eg 2V/ 4V or until 3000 in until 3500ccm). In the case of lining up, the participant will receive an additional point.

STW vehicles: Are vehicles without homologation. If, for example, an engine of a different model (same brand) is used, then this is considered as a STW vehicle.

2.4. Formula Historic:

Eligible cars:

2.4.1. Formula Vee and Super Vee in Annex K

Open to drivers / entrants with historic Formula Vee cars built between 01.01.1961 and 31.12.1988 and having a FIA car pass (HTP vehicle pass) to appendix K of the FIA / OSK , and the provisions of Appendix K and J of current year the corresponding periods and the exemptions granted under item 10 of this regulation in any of the periods correspond listed below :

Classes:

Class Formula Vee 1600

Class Formula Super Vee

Note: should be three or more vehicles registered to 1300cc , then a class " Formula Vee 1300 " is opened .

For the class Formula Super Vee the original rules of the former time is used (can be seen in the downloads on the homepage).

For technical checks of the Formula Vee applies:

Stroke: no tolerance / hole: 1mm tolerance / Valves : no tolerance / Camshaft: no tolerance / mechanical injection system max. 32 mm intake duct / carburetor (2 double carburetor) 38 mm venturi

2.4.2. Formula Ford

Open to drivers with historical vehicles manufactured between 01.01.1961 and 31.12.1988 the (1600cc " Kent engine") and can provide a historical FIA/OSK- " HTP- car pass ," the conditions of Appendix J of the last year of the corresponding periods and the "Ford 2011 technical Regulations " - Formula Ford 1600 Kent " and correspond the exemptions granted in the technical supplements in one of the periods listed below. Vehicles built between 1989 and 1991, until further are also accepted if they have a Kent engine (up to 1600cc) and can provide a historical FIA / OSK car passport.

class until 1600cc

Note:

FF 1600 cc (Kent Cortina GT engine) applies the Formula Ford Kent Technical Regulations (see download on the homepage) . Maximum horsepower: 110 hp.

The single carburetor (32/36-DGV-Weber with 26/27mm venturi) is only allowed together with the standard intake manifold. The air filter can be removed and replaced by a velocity stack. Dampers as standard, non-processed channels.

FF 2000 cc (Ford Pinto engine) applies the Formula Ford 2000, according to OSK Regulations Handbook 1981/82 (see download on website). Maximum power: 135 hp

For technical checks of the Formula Ford 1600 applies:

Stroke: no tolerance / hole : 1mm tolerance / Valves : no tolerance / Camshaft: no

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tolerance / Carburetor Diameter: no tolerance / Ignition: freely - programmable
electronic ignition is expressly prohibited Transmission: 4-speed, no lock (according
to the original rules)

2.4.3. Historic Formula 3

Open to drivers with vehicles between the 01.01.1961 and the 31.12.1988 were
prepared and either have a " HTP vehicle pass " or have national ASN -HTP , which
correspond to the conditions of the last homologation or appendix J of the relevant
period, and the exemptions granted under item 10 of this regulation in any of the
periods listed below.

From year 1986, the existing electronics are allowed by electronics new design, if no
additional control elements such as knock sensor, lambda control etc. can be used
for cars with electronic engine control of the replacement. Likewise, the original
design type and number of injectors shall be maintained. Injectors must correspond
to the original in design and dimension (only one injector per cylinder).

For technical controls at the Formula 3 applies:

Stroke: no tolerance / hole : 1mm tolerance, Restrictor: According to the regulations
and year: No tolerance. For the measurement, a special measuring tool is used.

Classes:

Class with outboard shock absorbers

Class with internal shock absorbers to 1988

Vehicles younger model year - can be admitted if they meet the specifications of the
vehicles proven to 1988 - on request.

2.4.4. sport car

Open to drivers with vehicles built between the 01.01.1961 and the 31.12.1988 and
either have a "HTP vehicle pass" or a national ASN-HTP, the conditions of the last
homologation or appendix J of the relevant period, and the exemptions granted under
item 10 of this regulation in any of the periods listed below.

safety regulations apply, especially the the current provisions of the OSK, to all
vehicles in.

Classes:

Sport cars (general class)

Sports 2000 to 31.12.1986 (Ford Pinto engine 2000cc

According to the Appendix K regulations and the Sports2000 Regulations - see
download on the homepage.

2.4.4. Formula Libre

for formula cars that do not fit into the prescribed classes (eg Formula 2 vehicles).
However, these vehicles must necessarily fit into the prescribed periods. The

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Formula Libre is considered individually and place in the standings no consideration. Please refer to the "Technical supplements" on the home page (downloads).

2.5. BMW 325 Challenge:

2.5.1. Eligible Cars

Open to cars with a national homologation of the OSK, based on the FIA homologation 5292, with extensions for 4-door models, Touring models and models with all-wheel drive.

The homologation and technical amendments to the current year are available from the organizer. The homologation is from the first contest at scrutineering and in all controls during the event voluntarily submitted.

The permissible deviations are included in the additions to this homologation.

Furthermore, the provisions of the current Appendix J shall apply.

Base is the homologated 2-door model of the type BMW E 30, permitted are drivers with BMW brand vehicles of the series "E 30" (1983 to 1991) of the type 323i, 325i or 325e, two or four doors. _The model types "Touring" and "ix" are permitted, too. Convertible cars are not allowed.

2.5.2. principle:

The basis are the Group N regulations of the entire era. Safety-apply the current provisions of the Sports Authority.

Attention! The designation BMW Challenge "group N" is not always identical with the FIA Homologation Group N.

2.5.3. Changes / additions to the Group N FIA regulations / OSK:

Principle: Everything that is not explicitly allowed is forbidden.

All other changes and additions can be seen in the national homologation. It refers only to the provisions in the nat. Homologation, which can be seen clearly as a "Group N" homologation.

2.5.4. fuel:

It may only be used a commercially fuel, available at car service stations with a maximum of 100 octane, without any additives used. The authorized by the FIA Group N race fuel or jet fuel are expressly prohibited! Fuel cooling is also prohibited. After placing the vehicle in the parc fermé, the presence of a residual amount of fuel of 4 liters is prescribed.

2.5.5. Tyres:

Semi-Slick Tyre TOYO "Type R 888" in the dimension 205/50 ZR 15 with "GG" marking. The tire is purchased under naming the starting number at Richard Rank, Röberstraße 5, D - 85414 Kirchdorf, phone: +49 8166 9921840, Fax +49 992 184 8166, mobile +49 172 8553741, e-mail: info@ranksport.de, www.ranksport for

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enrolled Challenge participants at the agreed special price. The company Rank is as a race-related and other services on the race tracks on site. Only the specially marked for the Challenge tires are used.

Rain tires remain free. Any chemical, mechanical and thermal treatment of the tires has been banned.

2.5.6. Exhaust system:

The exhaust system is mandatory for all cars, the exhaust system "REMUS Cup. This is to purchase at the company REMUS, Baernbach, Dr. Niederdorfer Straße 25. The contact person is Mr. DI Wolfgang Pernter - wolfgang.pernter@remus.at. The system must not be changed.

2.5.7. Technical experts

In addition to the technical OSK Commissioner a "technical expert" may be used to take care of just about compliance with the technical regulations. The experts orders need to be followed at all times during the event. He reports to the OSK technician or agree up on all technical issues with him. Decisions can only be done by the OSK technician or the sports commissioner.

Please note the additional technical provisions (national homologation)!

2.5.8. BMW rating

All participants in the points are included in the rankings according to the following scheme:

1st place 20 points	9th place 7 points
2nd place 17 points	10th place 6 points
3rd place 15 points	11th place 5 points
4th place 13 points	12th place 4 points
5th place 11 points	13th place 3 points
6th place 10 points	14th place 2 points
7th place 9 points	15th place 1 point
8th Place 8 points	

Bonus points:

The pole position and the fastest lap will be evaluated with one "extra point". For the ultimate last race of the season double points will be awarded.

If 8 race weekends and 16 races took place, the 14 best results are used for the valuation. However Strikeout can only be done with achieved results.

2.5.9. Line-up:

For the starting grid of the first race, the results of the qualifying shall apply. The starting grid for the second race is derived from the result of the first race. The first eight positions are reversed. The eighth is on pole and the first on the 8th on the grid.

2.5.10. Parc fermé:

For the BMW-Challenge a parc fermé will be set up at each event after qualifying and after the races. All vehicles that participated in the training and the race must go, in the parc fermé (location is given at the driver's meeting). Failure to comply with this regulation draws a disqualification by itself. After parking the vehicles, all drivers must leave the parc fermé immediately. Foreign persons are not allowed. The driver has to be in the vicinity to answer any questions the technician could ask, even unusual vehicles or vehicles that have completed the training / race prematurely, can be flagged down in the parc fermé .

The opening of the parc fermé is done at the earliest after the protest time expiration limit (1/2 hour after the official announcement of results) and will be announced by the race director.

Please note the "technical amendments" to the national homologation on the home page (downloads).

2.6. Touring car and GT Open:

Open to drivers of vehicles that were manufactured after 31.12.2001 and either can demonstrate a "HTP-car pass," a national ASN-car pass, E1, or a car card, correspond to the terms of the final homologation or appendix J of the relevant period, and the exemptions granted under section 10 of this brochure :

Touring Cars up to 2000cc and 2000cc
GT cars up to 2000cc and 2000cc

3 Technical Check:

The Race Director, in consultation with the Sports Commissioner, has the right to order technical inspections - in particular the review of the engine size and vehicle weight. The candidate as provide a mechanic for any dismantling. To avoid costly dismantling, the engine capacity is checked with a meter. With a deviation of disassembling is laid out according to the sports law provisions.

The costs of an arranged disassembly has to bear the team or the driver.

4 rating all Categories (not BMW):

All participants in the points are included in the rankings. Points are awarded in each class. With three starters a class, 8 points will be awarded for the winner.

With two starters in a class 5 points and for the second 3 points will be awarded for the first place. For a starter allocation in the next higher class, with an additional point for the Displacement.

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The Points done per class accord to the following scheme:

full class:	on 3 Vehicles/Class:	For 2 vehicles / class :
1st place 10 points	1st place 8	1 st place 5
2nd place 8 points	2nd place 6	2nd place 3
3rd place 6 points	3rd place 4	
4th place 5 points		
5th Place 4 points		
6th place 3 points		
7th place 2 points		
8th Place 1 point		

Everyone who has filled in the entry form correctly, paid the entry fee in time and after the start of the first race marked the starting line is applied as a starter.

For the scoring at least three timed laps must be completed.

For the ultimate last race of the season double points will be awarded.

In the case of protests at events other than under Austrian sovereignty is based on the relevant provisions of the protest - ASN.

Guest drivers:

Will be allowed, you pay an increased (EUR 150.00) entry fee , the points scored are included in the ranking, the next registered drivers get the correspondingly increased number of points.

5 Events:

There will be two practices and two races each event.

Racing Schedule (subject to change):

April 12 to 13	Red Bull Ring
April 26 to 27	Brno (CZ)
May 31 to 01 June	Salzburgring
June 13 to 15	Hockenheim (D)
August 02 to 03	Slovakiaring (SK)
September 06 to 07	Salzburgring
September 27 to 28	Red Bull Ring

The HFG-Austria reserves the right to replace, in coordination with the OSK, appointments or employ new dates. Participants will be informed at least four weeks before a new event via the Internet or by fax.

Each event has a free training and a qualifying period of at least 25 minutes and two runs have a distance of each 50 to 60 km. For the starting grid for the first race, the respective qualifying results apply. For the second race of the results, the first race

apply. Alternatively, two qualifying and two races are to be registered.

Starting procedure:

For all races a flying start must be performed (Indianapolis start). Traffic lights on red, then green or light off. The starting lineup is in the pits or in the run-up to it. Each participant is responsible for the correct starting position. After release of the warm-up lap it cannot be apported because of a misplaced vehicle. If, in deviation from the starting line-up done in the traditional manner, then this is done in accordance with Article 7 of the OSK - circuit racing Regulations 2014.

6 Classification / Pricegiving

The participants, who scores the most points in the respective category, periods, and classes end of the season are "cup winner" of each category / period / class. The absolute best points of each category is the overall winner (Histo-Cup Club champions in appendix-K / Histo Cup overall winner STW / Young Timer overall winner, Formula Historic overall winner and BMW 325 Challenge overall winner). The Histo-Cup overall winner and thus the winner of the "Golden Pineapple" of Histo-Cup is the drive from the participants according to Appendix K, determined.

Case of a tie decides the number of class wins, with further points tie, the number of second places etc. The unofficial end result will be submitted after the last run of the last event, the Review Board of the OSK to confirm.

7 entries for individual events

7.1 Principle:

Each participant is responsible for the nomination. The HFG publishes the entry form on the internet and will, if possible, forward to all interested parties of the respective organizers.

The responses generally have to be made about the HFG by Internet or fax.

7.2. Entry fee:

The entry fee is EUR 470.00 and is to be paid on the account at the Spänglerbank Salzburg, Steffny HCA BIC: SPAEAT2S , IBAN: AT26 1953 0001 0047 1555.

Who is paying in time, will receive a discount of EUR 50.00. In this case, the entry fee is EUR 420.00 .

Entrees are generally only valid if the entry fee has been paid in time. The deposit slip must be presented to the administrative checks. Paying at the race track is only in exceptional cases, the full amount has to be paid.

8 permanent transponder

For all cars, which are a part of the Histo cup (appendix K and STW) or the YoungTimer Austria have to have a permanent transponder of the brand My Laps/AMP, which need to be affiliated to the on board power supply

The permanent transponders are purchased, as a service, to the registered drivers by the Histo Cup and leased to the registered drivers for a deposit of EUR 450.00. The deposit is EUR 50,00. The annual rental fee is EUR 30,00. The single driver can mount the transponder in the race car and as long as he or she takes part in races at Histo Cup.

If a driver end the career or no longer want to drive the Histo Cup, then he can return the transponder and receives his deposit - minus the deposit and the tarnished annual rents (per year EUR 30.00) in return. After 5 seasons, the transponder shall become the property of the tenant.

The transponder must be ordered at the Histo Cup by e-mail. To hire a Transponder at the race track - EUR 35,00 per event .

9 Driving regulations and codes of conduct

9.1. collisions

Dangerous overtaking and braking maneuvers , reckless driving (eg zig -zag driving, crowd control , etc.) , accidents, etc. are to be omitted and are basically the stewards reported and incur penalties that can be punished by exclusion from the championship. As a first measure, at least for a time penalty of 30 seconds is imposed.

The cause of a collision can be excluded from the classification. When the offender is not clearly identified, then it may be in a collision between two (or more) vehicles for all drivers involved , regardless of the question of guilt , come to an exclusion from the ranking . Exception: one of the drivers in question are written from an admission of guilt.

If a driver fails during a workout or race due to a technical defect or accident, he shall as soon as possible to leave the racetrack / racing line and park the car off the track and exit immediately if the pit lane is no longer accessible. The instructions of the marshals is imperative to follow When an engine failure and the associated leakage of liquids, the racetrack / racing line is to immediately leave and to leave the car outside the roadway. Another slow driving on the track is to be omitted in this case necessarily.

The Making repairs outside of the paddock and the pit lane - especially on the track - is strictly prohibited. A violation may result in disqualification and will be forwarded to the Stewards of the respective event.

9.2. Drive Through confiscation

When a Drive Through penalty is no longer feasible, an alternative sentence - time penalty of 30 seconds - fixed. This applies to all events.

9.3. Clerk of the Course

It is at all events a separate race director used. The Race Director is the sole contact for all matters of the sporting regulations, the organization of training and races , during protests , etc.

9.4. drivers' briefings

The subscriber to the official drivers' briefings is mandatory for all drivers. Non-attendance or lateness is with EUR 100,00 - payable to the OSK - punished

10 Supplementary provisions

10.1. STW and Young Timer vehicles:

The following additions or reductions are designed for Category 2.2 . Histo -Cup - STW (1962-1981) and Young Timer (1982-2001):

principle :

Everything that is not explicitly allowed is forbidden .

tires:

In the context of the events of the Histo - Cup STW and Young Timer tire and rim size are optional. Any chemical, mechanical and thermal treatment of the tires has been banned.

Track and height of the vehicle : optional

Weight (STW) :

According to OSK Regulations group E1 and group H apply for STW vehicles in Histo Cup following unit weights per cubic capacity of vehicles:

-1000 cc 620 kg	- 4000 cc 1010 kg
-1400 cc 675 kg	- 5000 cc 1065 kg
-1600 cc 715 kg	- 6000 cc 1120 kg
- 2000 cc 775 kg	- 7000 cc 1175 kg
- 2500 cc 840 kg	- 8000 cc 1230 kg
- 3000 cc 900 kg	
- 3500 cc 955 kg	

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Weight (Young Timer) :

Minimum weights by DSMB Group H Regulations

2V	4V technology
- 1300cc 710 kg	730 kg
- 1600cc 760 kg	805 kg
- 2000cc 825 kg	890 kg
- 2500cc 900 kg	975 kg
- 3,000 cc 970 kg	1045 kg
- 3500ccm 1030 kg	1105 kg
- 4000ccm 1090 kg	1165 kg
- 4500ccm 1150 kg	1225 kg
- 5000ccm 1200 kg	1275 kg

The data listed in table minimum weights apply to Young Timer vehicles model years 1992 to 2001. Vehicles of model years 1982 to 1991 each of 60 kg is deducted.

For Young Timer STW vehicles the weight table is valid for all periods - no weight loss.

Vehicles with a sequential gearbox (Young Timer) +30 Kg The minimum weight must be less than at any time during the event.

Fuel system:

Free. It may only be used fuel from commercial gas stations with a maximum of 100 octane, no additives are used. Aviation gasoline and racing gasoline are expressly prohibited. After placing the vehicle in the parc fermé, the presence of a residual amount of fuel of 4 liters is prescribed.

Appearance and aerodynamics:

Vehicles must comply with the then appearance. Aero - dynamic tools such as wing, splitter, underbody, diffuser, etc. must be period- compliant.

A rear wing must not extend beyond the body and must - when viewed from the front of the vehicle - not be visible.

Lights and indicators:

The low beam and turn signal lights must be original and fully functional. Glasses can be replaced with shatterproof plastic (Lexan or Makrolon) . Glasses can be partly masked

transmission:

It may in principle only be driven gear , which were homologated in these vehicles during the relevant period , or by technology are up to date. For STW cars to 1981 sequential transmissions are not allowed.

10.2. Valid for all vehicles:

10.2.1 . Advertising:

Generally exempt , but they must not contradict the principles of morality.

For the Cup advertising , the upper edge of the windshield (height 10 cm) in front of the car the place of the " license plate " (ca. 50 x 14 cm) and two advertising space on the side of the vehicle (car number advertising) the hood to provide (all plots to the extent of about 50 x 14 cm) for exception available.

Vehicles with a lack of advertising of the organizer will not be allowed to race or can be taken out of the points classification.

This provision (not applicable in other international FIA events this exception!)

Applies in the context of Histo - Cups for Appendix K cars up to and including 1981.

10.2.2 . Red Rear light:

All vehicles must be fitted at the rear with a rear fog light (at least 21W) or diode rear light. Low beam and fog light must be switched together. The low beam and fog light must be turned on in "Wet Race" conditions.

11 General

The organizer of the Histo-Cup Austria reserves the right to take action for that competition still further implementing regulations, which require the approval of the OSK . By OSK the Sports Commissioner recognized. Force majeure shall not relieve the organizers of compliance with its obligations. Against the organizer of the competitors and drivers dispense with the submission of the application form to any claims for damages of whatever nature and for whatever reason, to the extent that waiver is permitted by applicable law.

The participants are aware of, understand and fully accept the risks and dangers involved in motor racing. Should a participant be injured during an event, he explicitly declares through his entry for the event that he approves all medical treatment, rescue and transportation to hospital or other emergency facilities. Such measures will be adopted by personnel appointed specifically for this purpose by the promoter, to the best of the personnel's knowledge and following their assessment of the participant's condition. The participants undertake to assume all related costs, provided such costs are not covered by the licence accident insurance or other insurance policies.

The participants hereby waive all direct and indirect claims for compensation from OSK, its officials, the promoter and/or organiser or the racing circuit owners, from any other person or association linked with the event (including all officials and authorities or bodies who have granted licences for the event), and from other entrants and drivers/riders, hereinafter referred to as "the parties". The participants do so for themselves and their legal successors, and consequently for any insurance company with whom they may have concluded additional policies.

In submitting their entries for this event the participants hereby declare that they irrevocably and unconditionally waive all rights, appeals, claims, demands, acts and/or proceedings which they themselves might institute or which might be instituted by third parties acting on their behalf against "the parties". The participants do so in connection with injury, loss, damage, costs and/or expenses (including lawyers' fees) which they may incur due to an incident or accident as part of the event. In submitting their entries for this event the

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participants declare irrevocably that they discharge, release and relieve "the parties" for all time from any liability for such losses, and that they shall guard them against such losses and hold them harmless.

In submitting their entries for this event the participants declare that they understand the full significance and repercussion of the present declarations and agreements, that they are entering into such obligations of their own free will, and in doing so irrevocably waive all right of action for damages against "the parties", insofar as permissible as Austrian law currently stands. The participants in any case renounce for themselves and their legal successors all claims against "the parties", therefore in particular against the OSK, its officials, the promoter and/or organiser or the racing circuit owners, and against the authorities or bodies who have granted licences for the event, regarding damage, loss, harm or injury of any kind connected with a typical sports risk, in particular any typical and foreseeable damage, loss, harm or injury. This applies also in the event of minor negligence on the part of "the parties".

Arbitration Agreement for Regulations

- a)** Any dispute arising between the participants and the OSK or its officials, and the promoter and/or organiser, and between the OSK or its officials and the promoter and/or organiser, as a result of claims (personal injury, damage to property or financial damage) in connection with the motor-racing event, training sessions or races shall be settled definitely by an arbitration tribunal to the exclusion of the courts of general jurisdiction.
- b)** The arbitration tribunal shall consist of three arbitrators, namely the umpire and two assessors. The umpire shall be a lawyer or former judge and have experience of liability matters in connection with motor racing.
- c)** Each party shall appoint an assessor within two weeks of notification of the intent to initiate arbitral proceedings. Should the dispute be referred by several claimants or be levelled at several defendants, the arbitrator shall be appointed by agreement between the joined parties. The assessors shall elect the umpire. Should the assessors be unable to agree on the person of the umpire within two weeks, the umpire shall be appointed by the President of the Vienna Chamber of Lawyers upon application by an assessor, with due regard to clause b). The assessors shall however be free at any time to replace the umpire appointed in this way by another umpire by mutual agreement.
- d)** Should a party fail to appoint its assessor within two weeks of receiving the written request from the opposite side, or should several joined parties be unable to agree on an assessor within that period, the assessor shall be appointed by the President of the Vienna Chamber of Lawyers on the motion of the other party. The same shall apply should an assessor withdraw from office and the party concerned not appoint a successor within two weeks.
- e)** Should an arbitrator not assume office, refuse to discharge his duties, cause improper delay or become unfit to act, the aforementioned provisions shall apply accordingly for the appointment of a replacement. The arbitrator concerned shall be dismissed at the same time.
- f)** The arbitration tribunal shall in principle be free to conduct its proceedings as it sees fit, with due regard for the subsidiary legal provisions. The tribunal shall sit in Vienna. The arbitration tribunal may also investigate without petition any circumstances which it deems necessary to clarify the facts of the case, and take evidence.
- g)** The arbitration tribunal shall decide by simple majority. The tribunal shall state the full reasons for its award. It shall also decide on cost apportionment for the costs of both the arbitration proceedings and the legal representation. The arbitrators shall be remunerated in accordance with the provisions of the Austrian lawyers' scale of charges.

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- h)** The arbitration tribunal shall also be entitled to the exclusion of the courts of general jurisdiction to issue injunctions, provided the opposing party is first given an opportunity to express its views. An injunction may also be lifted upon petition in the event of a significant change in circumstances.
- i)** Sports jurisdiction shall remain unaffected by the present Arbitration Agreement.

12 Address of the organizer

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