



Dear Teams,

As a request from the Scrutineering Team, we remind you that all vehicles equipped with a turbo must present themselves at Scrutineering with the turbo properly wired as explained in the attached document, so that the restrictor can be measured and the turbo sealed. They must also present the spare turbocharger at Scrutineering to be sealed.

We would also like to remind you that there is a tyre registration process throughout the event, as per the attached documents.



2025-04-23

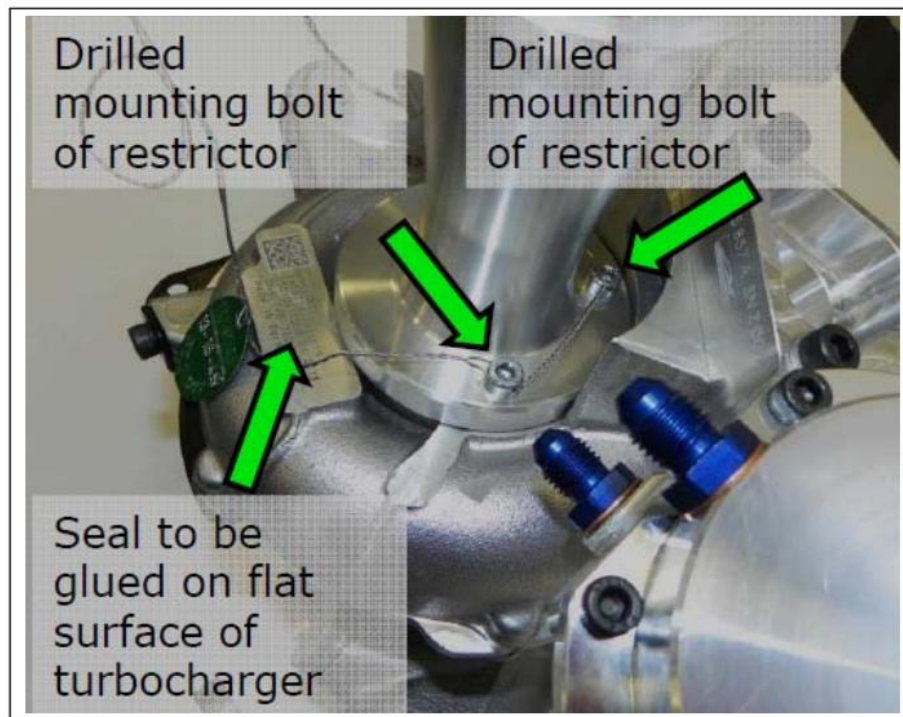
Note: This is a guideline and has no regulative value. See Appendix K for current regulations.

IMPORTANT! Following preparation MUST BE DONE BEFORE THE CAR ENTERS TO SCRUTINEERING! If not done, car will be rejected to enter the scrutineering!

Example of Turbo sealing wire install (applies to all cars as listed in Appendix K appendix VII Art 4. turbo cars, also spare turbo). Every main part (restrictor, housing and exhaust housing) must have two attachment points where the wire is installed (wire through two bolts OR bolt and housing OR two housing). Wire must be single piece and wrapped between every attachment point.

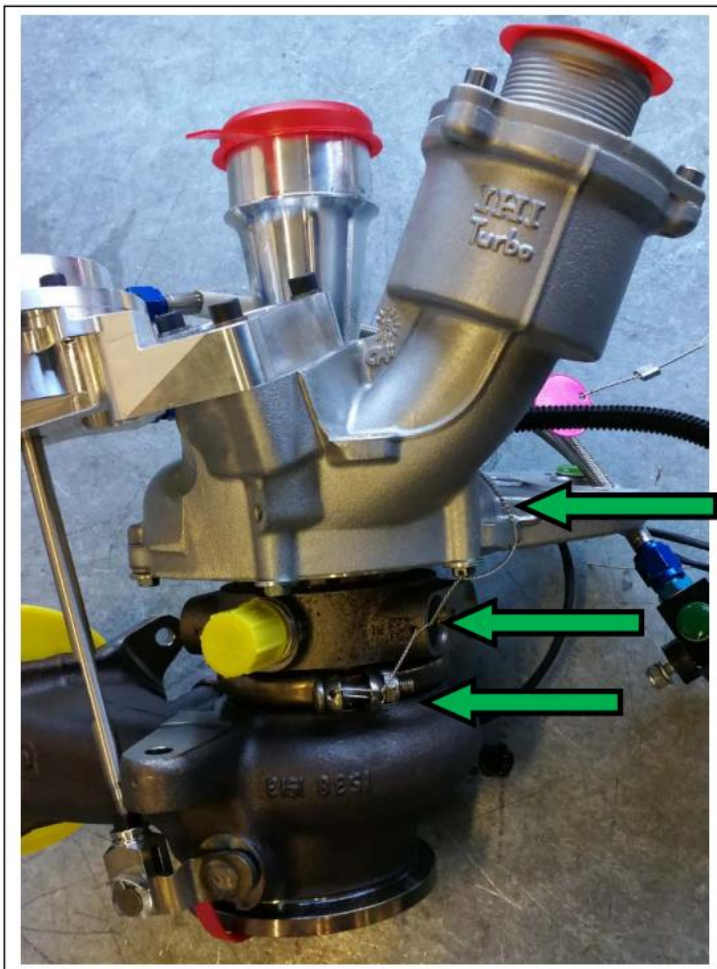
See Appendix K Appendix VII item 2.1.3

5/ SEALING OF THE TURBOCOMPRESSOR

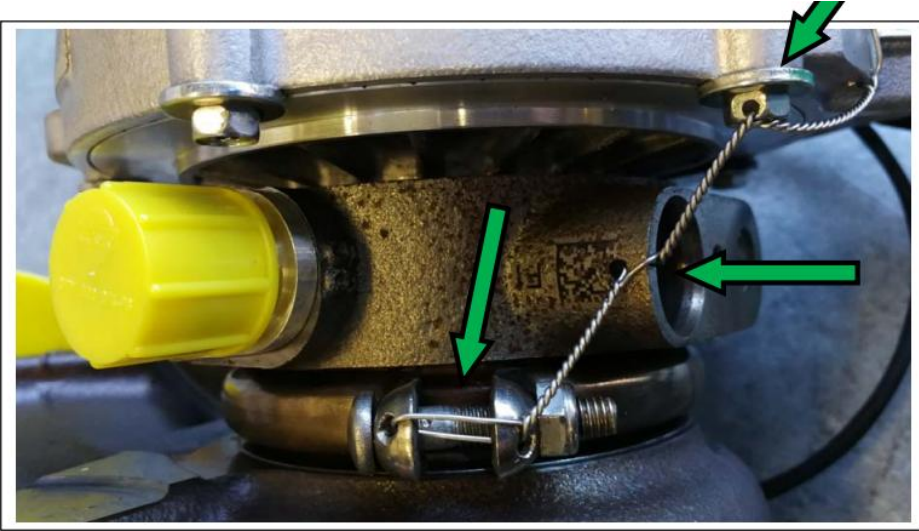


Example how to route the wire through two restrictor mounting bolts. Instead of bolt wire can be routed through solid part of the restrictor and housing. See Appendix K item 2.1.3

Seal tag number shall be visible from upwards.



Example how to route wire through housing and exhaust (base part + mounting bolt)



Example how to route the wire for exhaust side (housing + mounting clamp)

The purpose of the wiring is that any main part of the turbo cannot be removed without breaking the sealing wire.

Size of the restrictor: See 2025 Appendix K Appendix VII Article 4

Note, that after last wire mounting place there shall be free wire ends (min 150mm long) to make it possible to wrap first 20mm and then add seal+tag+seal, having 20mm between each.

FIA European Historic Rally Championship 2026.

Date Effective: Tuesday 6th January 2026.

Official Championship Communication / Bulletin 2:

Subject: Tyre Registration Process / FIA EHRC Events 2026.

The FIA confirms that the following process will be used for **tyre registration** for *all registered championship, wildcard, non-championship competitors within FIA EHRC events in 2026*. For clarity, if you have entered the rally via the FIA Registration website, **this bulletin applies to YOU**. This is the same process that was used in the 2025 season.

Tyre Registration Process 2026:

It is no longer a requirement to bring your tyres to scrutineering before the rally begins.

In 2026, each competitor must use an **official FIA Tyre Registration form (example attached to this bulletin) in all cases**. This must be completed **as soon as any tyres are fitted to your competition vehicle during the rally weekend**.

On tarmac rallies, you can use a **maximum of 16 tyres** during the competition. On gravel rallies only, the limit will be **a maximum of 20 tyres**. There are separate forms for tarmac and gravel.

Before/During the rally, the FIA will stamp your Tyre Registration form to ensure the correct form is being used. *You will receive a form at Scrutineering or at Administration Checks.*

Each time you want to register a tyre to fit onto the vehicle, you must enter the make of tyre (for example, *Pirelli, Michelin, Hankook* etc), and clearly write in the FIA barcode number on the tyre.

The FIA advises that the document is kept in a clear plastic sheet in case of wet weather. Competitors *can* print their own document and use it on the rally if they wish, as long as their competition number and rally name is clearly entered on it. The FIA will inspect and stamp tyre registration documents during the rally to ensure compliance with this requirement.

If the form is not in the competition vehicle during an inspection, this non-compliance will be reported to the Event Stewards.

At no point do you need to come and find an FIA official in service or if you have included new tyres on your form. **Remember to include your spare tyre in the car on the form too!**

You must consider that this form is an **accurate record of the tyres fitted to the vehicle**. Only the tyre(s) fitted to the vehicle should be included on the form, including spare wheel/tyres.

Questions and Clarifications:

What if I lose the form during the rally?

We *strongly recommend* you take a **photo** of the document each time it is updated. If the document is lost, you must contact the FIA Eligibility Delegate immediately. Not being able to present the document for inspection will mean this will be reported to the Stewards.

I made a mistake and entered the wrong tyre barcode number – now what do I do?

Only the **one form** can be used during the competition. The form must be completed accurately at all times. If you enter the wrong number for a tyre, cross out the incorrect number and write in the correct one.

My tyre doesn't have an FIA barcode on it – can I still use it?

You must obtain an FIA barcode sticker from the FIA Eligibility Delegate at Scrutineering and **fit this to the tyre**. The tyre can be used as long as it fully complies with the FIA regulations on tyres for FIA EHRC, found in the Sporting and Event Supplementary Regulations.

Do I have to put all tyres on the form before the start of the rally or start of a leg?

No. You only need to update the form when you fit tyres to the car (including the spare wheels fitted). This means that you could still be entering new tyres onto the form at the final service of the rally if you have tyres left to use.

Does this apply to main service parks only?

No. It applies to **ANY** time that you could change tyres on the car, for example at a remote service zone.

Do I need to record all tyres we use on the car – wet, dry, inter, winter?

YES. No exceptions!

Do I need to find an FIA official or Scrutineer to stamp the form when we add new tyres?

No. The FIA will stamp competitors forms during the weekend in different locations to ensure that only the original form is still being used. You do not need a stamp each time you change.

This bulletin is now to be considered as final confirmation of the process to be used, in line with the FIA EHRC Sporting Regulations for all tarmac and gravel rallies in 2026.

The FIA confirms no other process will be used in 2026 for the provision of tyre registration and marking.



Jamie Edwards

FIA Sporting Delegate

FIA European Historic Rally Championship 2026 | historic@fia.com

Authorised for release by the FIA Historic Department on 6.01.2026.

FIA EHRC: 2026 Tyre Nomination Form – TARMAC ONLY

Competitor Number :

Rally Name : _____ / 2026

Tyre	Manufacturer Name	FIA Barcode Number	Tyre	Manufacturer Name	FIA Barcode Number
1			9		
2			10		
3			11		
4			12		
5			13		
6			14		
7			15		
8			16		

FIA OFFICIAL INSPECTION STAMP | FOR OFFICIAL USE ONLY IN THIS BOX:

**THIS FORM MUST BE UPDATED AND KEPT IN THE
COMPETITION VEHICLE AT ALL TIMES THROUGH THE
RALLY WEEKEND.**

**IT CAN BE INSPECTED AT ANY TIME BY AN OFFICIAL OF
THE FIA OR AN EVENT OFFICIAL/SCRUTINEER.**