

DMSB - Ausschreibung Rallye 2026**Art. 1 Presentation**

Title: ADAC Südholstein Rallye
 Event period 13./ 14. März 2026

Rallye 70**Art. 1.1 Präambel**

In case of uncertainty, the German text of the Supplementary Regulations shall prevail.

This Supplementary Regulations is based on the currently valid version of the FIA International Sporting Code, including its appendices, the DMSB Rally Regulations with technical provisions, the DMSB Event Regulations, the DMSB Licensing Regulations, the general and specific DMSB classification regulations, the DMSB Environmental Guidelines, the WADA/NADA anti-doping regulations and the FIA anti-doping regulations, as well as the Sporting and Technical Series Regulations (if applicable), the FIA Code of Ethics and Code of Conduct and the DMSB Code of Ethics, as well as other FIA and DMSB regulations. Furthermore, the Road Traffic Regulations (StVO) and Road Traffic Licensing Regulations (StVZO) of the Federal Republic of Germany. Unless otherwise specified in this announcement, the provisions of the above regulations shall apply.

Modifications, amendments and/or additions to these regulations shall be made by publishing numbered and dated bulletins.

Art. 1.2 Route characteristics

1 : Tarmac 63,8 km Gravel 4,2 km

Art. 1.3 Length of the special stages and the entire event

Number of stages	<u>1</u>	Number of sections	<u>2</u>
Number of special stages	<u>8</u>	Number of circular routes	<u>2</u>
Length of the entire event	<u>161,6</u> km		
Length of the special stages	<u>70,0</u> km		

Art. 2 Organisation**Art. 2.1 Championships and titles for which the rally counts**

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Championships Series Title	Status	Min. Fahrerlizenz	Reg. Nr.:
ADAC Rallye 35/70 Meisterschaft SH	National	min. Nat. C	-
MEN Rallye Cup Nord	National	min. Nat. C	-
ADAC Wagensport-Championat SH	National	min. Nat. C	-
Dansk Super Rally 2026			-

Scoring will be carried out in accordance with DMSB rally regulations.

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Art. 2.2 Registernummer des DMSB / ADAC / AvD / DMV / ADMV

Reg.-Nr.: _____ genehmigt am: _____

Art. 2.3 Organiser name, address and contact details

Organiser: Norderstedter AMC e. V. im ADAC
Representative of the Stefan Willmann
Street: Alstertalweg 18
Postcode/town: 24558 Wakendorf 2
Tel.: 0173-6142308
Email: rallye@namc.de

The rally secretariat is available at the following times: daily from 6 p.m.

Art. 2.4 Organising Committee

Organising Committee Detlef Willmann, Stefan Willmann, Frank Jäger, Jürgen Mannshardt,
Thomas Puls, Uwe Barkmann;

Art. 2.5 Sports Commissioners

	Name	DMSB Lizenznummer
Sports Commissioners (Chairma)	Volker TRIPKE	Liz. -Nr. SPA 1080312
Sports Commissioners	Jürgen von SCHASSEN	Liz. -Nr. SPA 1172703
Sports Commissioners (DK)		Liz. -Nr.

Art. 2.6 DMSB -Delegierte

	Name
DMSB Delegierter	N.N.
DMSB Safety Delegate	N.N.

Art. 2.7 Official

	Name	DMSB Lizenznummer
Head of Organisation (OL)	Stefan WILLMANN	Liz. -Nr. SPA 1065153
Rally Director (RyL):	Jürgen MANNSHARDT	Liz. -Nr. SPA 1172703
Deputy RyL:	Uwe BARKMANN	Liz. -Nr. SPA 1060846
Event Secretary:	Stefan WILLMANN	Liz. -Nr. SPA 1065153
Head of Route Safety (LSRy):	N.N.	Liz. -Nr.
Safety Officer Co-driver 00	Bernd BECKER	Liz. -Nr. SPA 1043184
Safety Officer Co-driver 000	Leon STEINBRECHER	Liz. -Nr. SPA 1210930
Technical Commissioner (Chairman):	Andreas LÜTH	Liz. -Nr. SPA 1096152
Technical Commissioner:	Rüdiger ENGELMANN	Liz. -Nr. SPA 1043184
Technical Commissioner (DK):	N.N.	Liz. -Nr.
Technical Commissioner (Candidate):	Matthias PETERSEN	Liz. -Nr. SPA 1183190
Medical Operations Manager:	Christian SAATHOFF	Liz. -Nr. SPA 1056778
Timekeeping (Chairman):	Birgit SOMMERKAMP	Liz. -Nr. SPA 1128730

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Participant liaison officer:	Michael VELKE	Liz. -Nr.	
Participant liaison officer (DK):	N.N.	Liz. -Nr.	
Evaluation:	Detlef WILLMANN	Liz. -Nr.	
Press relations:	Rob MILLER	Liz. -Nr.	
Environmental officer:	Wolfgang BRODKORB	Liz. -Nr.	SPA 1419020

Art. 2.8 Rally head quarter (HQ), town and contact details

Bezeichnung:	Stuvenborn
Street:	Rolandsweg 16
Town:	24641 Stuvenborn
Mobil:	+49 173-6142308
E-Mail.:	rallye@namc.de

Rally head quarter set up

from 13.03. ab 15 Uhr until: 14.03. bis 23 Uhr

Official notice board (Ort):	<u>Digital only</u>
Virtual notice board (Link):	<u>www.namc.de / Sportity „SHRallye“</u>

Art. 3 Programme in chronological order, location if applicable

	Ort	Datum	Zeit
Start of registration		01.02.2026	20:00 Uhr
Closing date for registration at reduced entry fee		06.03.2026	24:00 Uhr
Closing date for registration		14.03.2026	7:00 Uhr
Publication of entry list		09.03.2026	20:00 Uhr
ROAD BOOK distribution	Head quarter	14.03.2026	6:30 Uhr
Start of reconnaissance		14.03.2026	7:00 Uhr
End of reconnaissance		14.03.2026	11:00 Uhr
Document check checking of documents, distribution of start numbers and other documents)	Head quarter	13.03.2026 14.03.2026	15:00 - 20:00 Uhr 6:30 – 8:00 Uhr
Technical inspection	Autohaus Thomas Thies	13.03.2026 14.03.2026	17:00 - 21:00 Uhr 6:30 – 8:00 Uhr
Closing date for team registration		14.03.2026	7:00 Uhr
Drivers' briefing (online)	www.namc.de		
First meeting of the stewards		14.03.2026	10.30 Uhr
Posting of the amended entry list and the start list for stage 1.	www.namc.de	14.03.2026	11:45 Uhr
Start of the rally – 1st vehicle		14.03.2026	12:01 Uhr
Finish of the rally – 1st vehicle		14.03.2026	17:00 Uhr
Final technical inspection		14.03.2026	Nach Zielankunft
Posting of the provisional final results	www.namc.de	14.03.2026	Ca. 19:00 Uhr
Posting of final results	www.namc.de	14.03.2026	After expiry of the protest periods and in accordance with the decision of the Spokos

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Price giving	Destination restaurant 'Goldener Hahn' Stuvenborn	14.03.2026	Ca. 20:00 Uhr
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Art. 4 Entries**Art. 4.1 Entry deadline**

See programme in chronological order (RA. Art. 3)

Art. 4.2 Entry conditions

Entries will only be accepted if they have been submitted in accordance with DMSB Rally Regulations Art. 21.2, i.e. entries must be submitted online via www.namc.de and are only valid once the entry fee has been received in the Norderstedter AMC account.

Art. 4.3 Maximum number of competitors and class division

The number of competitors is limited to 70.

For Rally 70

4.3.1 Vehicles in accordance with Appendix J to the ISG, but restricted to exclude vehicles in Group A over 2000cc.

Vehicles in all groups shall be entered for the event in accordance with the following table:

Klasse	FIA-Gruppen
RC2	Rally2 (VR5) gem. 2026 Anhang J der FIA Art. 261
R-GT	Gruppe R-GT gem. 2019 oder 2026 Anhang J der FIA Art. 256
RC3	Rally3 (Saug-Motoren über 1390 ccm bis 2000 ccm und Turbomotoren über 927 ccm bis 1620 ccm) – homologiert ab 01.01.2021 gem. 2026 Anhang J der FIA Art. 260
RC4	Rally4 (Saug-Motoren über 1390 ccm bis 2000 ccm und Turbomotoren über 927 ccm bis 1333 ccm) - homologiert ab 01.01.2019 gem. 2026 Anhang J der FIA Art. 260, R3 (Saug-Motoren über 1600 ccm bis 2000 ccm und Turbomotoren über 1067 ccm bis 1333 ccm) - homologiert bis 31.12.2019 gem. 2019 Anhang J der FIA Art. 260 R3 (Turbomotoren bis 1620 ccm / nominal) - homologiert bis 31.12.2019 gem. 2019 Anhang J der FIA Art. 260D
RC5	Rally5 (Saug-Motoren bis 1600 ccm und Turbomotoren bis 1333 ccm) - homologiert ab dem 01.01. 2019 gem. 2026 Anhang J der FIA Art. 260 Rally5-Kit (Saug- oder Turbomotoren bis 1600 ccm) - homologiert ab dem 01.01.2024 gem. 2024 Anhang J der FIA Art. 260B Rally5 (Saug-Motoren bis 1600 ccm und Turbomotoren bis 1067 ccm) - homologiert vor dem 31.12.2018 gem. 2018 Anhang J der FIA Art. 260
RC6	Rally6 (Turbomotoren bis 1620 ccm und Saug-Motoren bis 2000 ccm) gem. homologiert ab dem 01.01.2024 (FIA-Regularien in Entwicklung) Rally6 Fahrzeuge gem. technischen Serienbestimmungen ADAC Rallye Junior Cup 2026

4.3.2 Vehicles in accordance with national technical DMSB regulations and historic vehicles in accordance with Appendix K to the ISG

Klasse	Gruppen/Divisionen/Hubraumklassen (national verbessert)
NC 0	S2000 Rally: 2.0 Saug Motoren gem. 2013 Anhang J der Art. 254A CTC/CGT Division 20 Gruppe R5-Fahrzeuge der Homologationsjahre 2011 bis inkl. 2018

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NC 1	<p>Gruppe F über 3000 ccm bis 3500 ccm</p> <p>Gruppe N über 2000 ccm bis 3500 ccm</p> <p>CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 über 3000 ccm Homol.-jahre 1966–inkl. 1981</p> <p>CTC/CGT Division 4.1, 4.2 und 4.3 über 3000 ccm Homol.-jahre 1970–inkl. 1981</p> <p>CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 und 8 über 3000 ccm Homol.-jahre 1982–inkl. 2018</p> <p>CTC/CGT Division 16 Homol.-jahre bis inkl. 2012</p> <p>FIA Anhang K: Perioden E-K Klassen T, CT, GT, GTS über 3000 ccm</p>
NC 2	<p>Gruppe F über 2000 ccm bis 3000 ccm</p> <p>CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 über 2000 ccm bis 3000 ccm Homol.-jahre 1966–inkl. 1981</p> <p>CTC/CGT Division 4.1, 4.2 und 4.3 über 2000 ccm bis 3000 ccm Homol.-jahre 1970–inkl. 1981</p> <p>CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 und 8 über 2000 ccm bis 3000 ccm Homol.-jahre 1982–inkl. 2018</p> <p>CTC/CGT Division 12 über 1600 ccm bis 2000 ccm Homol.-jahre 1982–inkl. 2018</p> <p>CTC/CGT Division 19 Gruppe R3-Fahrzeuge der Homol.-jahre 2011 bis inkl. 2018</p> <p>FIA Anhang K: Perioden E-K Klassen T, CT, GT, GTS über 2000 ccm bis 3000 ccm</p>
NC 3	<p>Gruppe F über 1600 ccm bis 2000 ccm</p> <p>CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, über 1600 ccm bis 2000 ccm Homol.-jahre 1966–inkl.1981</p> <p>CTC/CGT Division 4.1, 4.2 und 4.3 über 1600 ccm bis 2000 ccm Homol.-jahre 1970–inkl. 1981</p> <p>CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 und 8 über 1600 ccm bis 2000 ccm Homol.-jahre 1982–inkl. 2018</p> <p>CTC/CGT Division 11 bis 1600 ccm Homol.-jahre 1982–inkl. 2018</p> <p>CTC/CGT Division 12 über 1400 ccm bis 1600 ccm Homol.-jahre 1982–inkl. 2018</p> <p>CTC/CGT Division 18 Gruppe R2-Fahrzeuge der Homol.-jahre 2011 bis inkl. 2018</p> <p>FIA Anhang K: Perioden E-K Klassen T, CT, GT, GTS über 1600 ccm bis 2000 ccm</p>
NC 4	<p>Gruppe F über 1400 ccm bis 1600 ccm</p> <p>CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 über 1400 ccm bis 1600 ccm Homol.-jahre 1966–inkl.1981</p> <p>CTC/CGT Division 4.1, 4.2 und 4.3 über 1400 ccm bis 1600 ccm Homol.-jahre 1970–inkl. 1981</p>

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	<p>CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 und 8 Über 1400 ccm bis 1600 ccm Homol.-jahre 1982–inkl. 2018</p> <p>CTC/CGT Division 12 bis 1400 ccm Homol.-jahre 1982–inkl. 2018</p> <p>CTC/CGT Division 17 Gruppe R1-Fahrzeuge der Homol.-jahre 2011 bis inkl. 2018</p> <p>FIA Anhang K: Perioden E-K Klassen T, CT, GT, GTS über 1400 ccm bis 1600 ccm</p> <p>Opel ADAM Cup Fahrzeuge gem. technischen Serienbestimmungen ADAC Rallye Cup 2019 inkl. Bulletins</p>
NC 5	<p>Gruppe F bis 1400 ccm</p> <p>CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 bis 1400 ccm Homol.-jahre 1966–inkl.1981</p> <p>CTC/CGT Division 4.1, 4.2 und 4.3 bis 1400 ccm Homol.-jahre 1970–inkl. 1981</p> <p>CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 und 8 bis 1400 ccm Homol.-jahre 1982–inkl. 2018</p> <p>FIA Anhang K: Perioden E-K Klassen T, CT, GT, GTS bis 1400 ccm</p>
NC E	<p>Opel e-Corsa Cup gem. techn. Serienbestimmungen ADAC Opel Electric Rally Cup 2025 Gruppe G-Elektro</p>

Klasse	Gruppen/Leistungsgewichtsklassen (Seriennah)
NC 6	Gruppe G LG - kleiner 9 („LG 0 und 1“)
NC 7	Gruppe G LG ab 9 - kleiner 11 („LG 2“)
NC 8	Gruppe G LG ab 11 - kleiner 13 („LG 3“)
NC 9	Gruppe G LG ab 13 („LG 4-6“)

Former Group A CTC/CTG vehicles in Division 7 with sequential gearboxes will be upgraded to a higher displacement class.

Vehicles with homologation B-262, B-264, B-275, B-276, B-277, B-279 and B-280 are not permitted.

Group F vehicles are only permitted if their gearboxes comply with sections 1-6 of the General Provisions, Definitions and Clarifications for Technical Regulations 2025, paragraph 2.7 (DMSB Handbook, blue section).

Standard sequential sports gearboxes in accordance with section 7 of the aforementioned provisions are not permitted.

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Art. 4.4 Nenngelder/Nenngeldpakete

410,00 €	Until the closing date for entries at a reduced entry fee including dinner Driver/co-driver (Class RC2)
360,00 €	Until the closing date for entries at a reduced entry fee, including dinner for driver/co-driver (all other classes)
450,00 €	At the normal closing date for entries, including dinner for driver/co-driver (class RC2)
400,00 €	At the normal closing date for entries, including dinner for driver/co-driver (all other classes)
3,00 €/m ²	Additional service area, an area of 6 m x 10 m is provided free of charge by the organiser
25,00 €	Team registration

Statutory value added tax is included in all amounts.

Art. 4.5 Terms of payment

The entry fee must be enclosed with the entry form as a cheque or transferred to the following account. (The entry form must be accompanied by a corresponding receipt):

Organiser's account details

Sparkasse Südholstein	Norderstedter AMC
Kreditinstitut	Kontoinhaber
DE08 2305 1030 0511 2904 39	NOLADE21SHO
IBAN	BIC
Südholstein Rallye + Name Fahrer	
Verwendungszweck	

PayPal

nengeld@namc.de

Payments via PayPal should be sent to this email address

The entry is binding if the organiser has confirmed the entry to the participant in writing or by other means of communication or has published a binding entry list. The entry fee remains payable from this point in time. (DMSB Event Regulations Art. 6 (4))

Art. 4.6 Entry fee refund

The entry fee will be refunded in full:

- if the event does not take place
- to teams whose entry has been rejected
- in the event of justified cancellation by 9 March 2026

The organiser may refund a proportion of the entry fee paid to those applicants who are unable to start due to force majeure.

Art. 5 Insurance and disclaimer

Art. 5.1 Insurance cover, service vehicles, liability insurance

Insurance cover begins at the start and ends at the STOP of each special stage or with the exclusion of the participant from the event or the participant's withdrawal from the event, in accordance with the respective organiser's liability insurance.

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Art. 5.2 Disclaimer

see DMSB Event Regulations 2025 Art. 36

Art. 5.3 Indemnification from claims by the vehicle owner

See DMSB Event Regulations 2025 Art. 37

Art. 5.4 Responsibility, changes to the announcement, cancellation of the event

See DMSB Event Regulations 2025 Art. 39

Art. 6 Start numbers and advertising

Art. 6.1 Mandatory organiser advertising

Rally sign:

Above/below the start numbers: Start number holder w x l cm

Art. 7 Tyres

Art. 7.1 Regulations for tyres that may be used during the rally

See DMSB Rally Regulations 2025, Art. 13 Tyres and rims, the supplementary regulations for National B Rally (RALLY 35) – Appendix V2 and Appendix IV Tyre regulations.

Rally 70

The tyre size, type and condition must be entered on a tyre inspection card.

This tyre inspection card must be carried in the vehicle in a visible position and presented to a competent sports official upon request.

Any violation of these regulations will result in disqualification.

Art. 7.2 Regulations for tyres that may be used during the inspection – if necessary

Optional, in accordance with StVZO

Art. 7.3 Legal regulations for Germany.

Comments from the organiser, e.g. information on winter tyre requirements.

Art. 8 Inspection of the special stages

Art. 8.1 Regulations for registration

Art. 8.2 National regulations, maximum speed on special stages

"During the route inspection, the regulations of the German Road Traffic Regulations (StVO) and the road traffic authorities must be strictly observed, in particular with regard to speed limits. Please note that the special stages are not closed during the route inspection and therefore

Art. 8.3 Procedure for the inspection

The inspection times according to the schedule are binding for all participants. Inspection vehicles are optional. The vehicles must be marked with a departure label provided by the organiser.

Inspections with competition vehicles used in the event are only permitted without start numbers. If these are already affixed to the vehicle, they must be covered with wide adhesive tape (X-shape).

The restrictions on reconnaissance set out in DMSB Rally Regulations 2025, Art. 35 must be observed.

The special stages may be reconnoitred a maximum of twice within the specified time frame (Art. 3).

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During reconnaissance, a maximum speed of 50 km/h applies on the special stages. Driving on the special stages in the opposite direction to the prescribed direction of travel is prohibited, with the exception of SS 1/5 200m exit T-junction to the finish. A boarding pass will be issued for the inspection during document acceptance. This boarding pass must be handed in by the participant at the start of the event at ZK 0 'Start'.

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Art. 9 Document inspection

- In order to keep the time required for document inspection to a minimum, the following documents must be brought along and presented for document inspection.

Art. 9.1 Documents that must be presented

- Applicant and/or sponsor licences
- Driver and co-driver licences
- Driving licence (driver/co-driver)
- ASN permit for foreign participants (if required)
- Completion of all details in the entry form
- Consent of the vehicle owner (if the driver is not the owner of the vehicle)

Art. 9.2 Scrutineering schedule - not applicable -

Art. 10 Technical scrutineering, markings and seals

Art. 10.1 Scrutineering, location and time

- See programme in chronological order (RA. Art. 3)

Art. 10.1.1 Documents that must be presented

- Homologation sheet (ORIGINAL)
- Insurance confirmation.
- Registration certificate, proof of liability insurance
- Data sheets
- SOS / OK sign (DIN A 3)
- Vehicle registration document
- 'DMSB Kraftfahrzeugpass (KFP)' (DMSB motor vehicle pass) for vehicles registered in Germany
- 'DMSB Identity Form' for Group F vehicles with road registration outside Germany

Art. 10.1.2 Acceptance schedule – not applicable –

Art. 10.2 Splash guards

- Splash guards (ISG Appendix J Article 252.7.7)

Art. 10.3 Windows

- Windows (ISG Appendix J Article 253.11)

Art. 10.4 Driving safety equipment

During inspection, all items of clothing, including helmets and head restraint systems (FRONTAL HEAD RESTRAINT SYSTEMS-FHR), e.g. HANS systems, that are used must be presented. Their compliance with Appendix L, Chapter III will be checked.

Art. 10.5 Noise regulations

The DMSB noise regulations 2025 (DMSB handbook, blue section) apply.

Art. 10.6 Special national regulations -not applicable-

Art. 10.7 Installation of the safety tracking system -not applicable-

Art. 11 Other procedures and regulations

Art. 11.1 Show start, regulations and order -not applicable-

Art. 11.2 Finish regulations (only if deviating from the DMSB rally regulations) -not applicable-

Art. 11.3 Permitted early arrival

Early arrival is permitted exclusively at the ZK 'Ziel' rally centre.

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Art. 11.4 Super Special Stage Determination and Order (if applicable) -not applicable-

Art. 11.5 Special Procedures and Activities

Re Art. 44.2.10 Any deviation of the actual stamp time from the scheduled arrival time will be penalised as follows:

- No penalty for late arrival within the cart time.
- For early arrival: 60 seconds per minute or fraction of a minute.

Art. 11.5.1 Note on warming up

Warming up tyres and brakes (heavy braking, heavy acceleration or 'snakelining') is prohibited on the connecting stages and between the ZK and the start of the SS and constitutes a traffic violation under Art. 20.4.4 RR.

This will be monitored by technical judges and the police. In the event of a violation, the following penalties will be imposed by the stewards:

1st violation: 20 penalty seconds

2nd violation: 30 penalty seconds

3rd violation: disqualification by the stewards

Art. 11.6 Use of yellow/red flags / other special features

The following flag regulations apply in accordance with the 2025 rally regulations.

DMSB regulations

As part of the 2nd ADAC Südholstein Rally 2026, the flag regulations in accordance with DMSB RR 2025 Art. 40.6.2 to 40.6.3 will be applied, meaning that both yellow and red flags may be displayed during the special stage.

The yellow flag indicates that there is a potential hazard on or next to the track. The use of a yellow flag does not entitle the team to a fair time allocation in accordance with DMSB-RR Art. 39.

The red flag will only be displayed at the main radio posts along the special stage route and means the following for the teams that see it: reduce speed significantly, overtaking is prohibited, there is a hazard on or next to the track, the route is blocked. Any team that can prove that the red flag was shown to them and that they adjusted their speed will be allocated a fair time in accordance with Article 39 RyR 2025.

No work is permitted except for drivers changing wheels and tyres using tools carried in the competition vehicle. It is also recommended that an additional lamp tree (appropriate for the season) be fitted.

Hydraulic jacks and electric impact wrenches are also permitted. Every tyre change must be recorded in the tyre inspection card. The addition is checked by a technical commissioner on site. It is strongly recommended that a suitable support for the jack be carried. On unpaved terrain, participants must lay a liquid-tight, tear-resistant and preferably absorbent mat (known as an environmental mat) under each competition vehicle to protect the ground.

Art. 11.7 Official time during the event

CET Central European Time

Art. 11.8 Approved fuel (in accordance with FIA ISG Appendix J + DMSB regulations)

Only unleaded fuel in accordance with Art. 252.9 Appendix J (ISG), which complies with DIN EN 228, or diesel fuel in accordance with Art. 252.9 and DIN EN 590 may be used. Any additives, with the exception of air or lubricating oil in 2-stroke engines, are prohibited.

In addition, the octane limit for petrol fuel is max. 103 RON instead of 102 RON.

Art. 12 Identification of officials and marshals

Control point manager: Blue vest with white stripes

Special stage manager: Red vest -WP management-

Track marshals: Orange vest -sport marshal-

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Timekeepers: White vest -timekeeping-
Technical commissioners: Black vest -TK-
Press officers Green vest – press

Art. 13 Award ceremony

Art. 13.1 Location and time

See programme in chronological order (RA Art. 3)

Art. 13.2 Prizes / Special classifications

30% of participants who started in the class

The organiser reserves the right to award further prizes.

Art. 14 Final inspection

Location and time, see programme in chronological order (RA Art. 3)

Teams that have received a request for final technical inspection must follow the appointed marshals and the support vehicle immediately for final inspection, even if this means that one or more time controls (ZKs) cannot be reached.

Art. 14.1 Parc Fermé

All vehicles in a class must be parked in the Parc Fermé.

The Parc Fermé is located in Stukenborn (according to the logbook).

Art. 15 Protests and appeals

Protests and appeals are governed by the FIA International Sporting Code, the DMSB event regulations, the DMSB rules of procedure and, in the case of appeals to the FIA, the FIA rules of procedure.

DMSB regulation: as per FIA regulation, except

Protests against the alleged non-compliance of a car with the regulations must be lodged no later than 30 minutes after the arrival of the last participant in the respective class.

The following deposits (VAT-free) apply to DMSB-approved events

National status (Rally 70) €500.00

Protest deposit (payable to DMSB):

National status (Rally 70) €100.00

(DMSB protest and appeal deposits are payable to the DMSB)

Appendix 1 Route and schedule

(Nat. A Rally only)

Appendix 2 Inspection schedule

Start of inspection, see programme in chronological order (RA Art.3)

Further organiser information

Appendix 3 Names and photos of driver liaison officers

See RA Art 2. and official notice board

Appendix 4 Penalties

See DMSB Rally Penalty Catalogue published at www.dmsb.de

The penalty catalogue is for information purposes only. It is not a regulatory part of this announcement.

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Appendix 5 Additional information from the organiser

e.g. accommodation, hotels, camping and motorhome sites, tourist information

Appendix 6 Organiser's website: www.norderstedter-amc.de

The organiser declares that the event will be held in accordance with the regulations of the ISG, the DMSB and this announcement.

The organiser must ensure that all helpers and participants employed by the organiser who are not subject to licensing are obliged to recognise and comply with the regulations of the FIA and the DMSB.

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