Drivers' Briefing: Hungaroring 2026

Histo Cup Season Finale | October 9–11, 2026

Dear drivers and teams, welcome to the season finale at the Hungaroring!
Together with Lechner Racing and the Porsche Sprint Challenge Central Europe, which is also celebrating its finale, we'll witness the final championship decisions. The outcome is still up in the air in almost all series, with the point margins very tight. Only the winners of the Classica Trophy and Formula Historic have already been decided. Drive fairly, stay alert, and show respect—give each other space and look out for one another. We want to enjoy exciting races and wrap up the season safely.

Drivers' Briefing and Officials

Mandatory drivers' briefing: Friday, October 9, 6:00 p.m. at the Histo Cup Office Bus.
Stewards: Ing. Günther Kremel, Martin Tomasini, and Péter Kovács. Histo Cup Race Director: Rainer Werner. Event Director: David Steffny. Please follow the instructions of race control, the stewards, technical commissioners, and track marshals.

Race Office and Scrutineering

Point of contact: Histo Cup Office Bus in the paddock. Administrative and technical scrutineering: Friday 8:00 a.m.–7:00 p.m., Saturday 7:00 a.m.–9:00 a.m. Complete both scrutineering sessions and any re-scrutineering before the first official session. Have vehicle documents, driver's clothing card, and required paperwork ready.

Assign tires to the vehicle in the RSC system in accordance with series regulations before the first qualifying session. Check transponders, start numbers, safety equipment, and vehicle markings. Apply sponsor decals completely and clearly visible according to the current template.

Official Information and Weekend Schedule

Schedules, starting grids, results, bulletins, and decisions: Sportity (password: HistoCup) and the Histo Cup app. Enable push notifications; at least one person per team should monitor these updates continuously. According to the race director's information, Schedule V3 applies in Sportity; please note any subsequent changes and instructions.

Due to the reduced track time in the joint program, our sprint series will feature one qualifying session and two races. Starting grid for Race 1: Qualifying results; Race 2: Race 1 results. Published starting lists and decisions by the race stewards are authoritative. The Classica Trophy will conduct its regularity competitions according to its own schedule.

Qualifying and Driver Assignment

Participation in qualifying is mandatory. In case of non-participation or if the minimum number of hours is not met, submit a written request for permission to start: The request must be received by the race director or the race commissioners no later than one hour before the start of the race. The form is available at Race Control. If there are two drivers per vehicle, the driver allocation for qualifying and the race must be announced no later than one hour before the start of qualifying.

Pre-start and rolling start

All races start with a flying start. All participants, including those from the pits, must be at the starting grid at the entrance to the pit lane 20 minutes before the race start. Signs before the formation lap: 3 minutes, 1 minute, 30 seconds. When the 1-minute sign is displayed, mechanics and assistants must leave the grid.

The formation lap is driven behind the pace car in starting grid order, with a maximum gap of three car lengths. Any driver who is passed by the entire field remains at the back and starts from there. Any driver who is only partially passed may resume their position until the grid sign; otherwise, they must enter the pit lane and restart from there. After the grid sign, changing positions and warming up tires by making sudden changes in direction are prohibited.

After the lead car pulls out, the pole position car leads the field at a constant speed of approximately 80 km/h in two orderly, closed rows to the starting line. The marked starting boxes form the starting corridors. Start signal: traffic light changes from red to green; overtaking is permitted once the signal is given. In the event of a failed start: an extra formation lap; follow the starter's signals and complete another orderly formation lap.

Pit Lane

Maximum 60 km/h. Observe the white lines at the entrance and exit, as well as the blue exit lights during qualifying and the race. Stop and work exclusively within the working line. Keep the lane clear; watch out for people and vehicles.

Track Limits

Track limits apply everywhere; Turn 4, Turn 6/7 (chicane), and Turn 11 are under particular scrutiny. According to the race director's instructions, the green area in Turns 4 and 11 is considered the track limit; refer to the diagram in Rainer's briefing.

If all four wheels leave the track: in qualifying, the lap time in question will be disallowed; in the race, after three violations, a warning will be issued via a black-and-white checkered flag and race number; after five violations, a five-second time penalty will be imposed. After going off the track, return safely and without obstructing other drivers.

Flags and Safety Car
Strictly observe flags and light signals. Slow down in a controlled manner in case of danger; do not brake abruptly. Safety Car: SC signs, yellow flags, no passing. Line up at a distance of less than five car lengths. Unnecessarily slow or erratic driving may be reported to the race stewards.

After the safety car lights are turned off, the leading vehicle leads the field. Overtaking is permitted only after crossing the starting line—unlike in the original flying start. Full Course Yellow in qualifying: when FCY signs and yellow flags are displayed, reduce speed to approximately 80 km/h and maintain a safe distance from the vehicle ahead; green flags indicate the track is clear.

Red Flag and Mechanical Failure
If qualifying or the race is stopped: Reduce speed, return slowly to the pit lane; no passing allowed. The race will restart as a safety car start from the pit lane, according to the race director's instructions.

In the event of a mechanical failure, immediately leave the racing line; if it is safe to do so, stop at an orange-marked opening on the right side of the guardrail. In the event of engine failure with oil leakage, stop immediately next to the track. Remain with the vehicle, await further instructions, and follow the marshals' directions. Do not attempt to recover the vehicle on your own.

Parc fermé and Post-Race Inspections

Designated parc fermé behind Pits A, B, C, and D for Austrian GT, BMW Challenge, Mini Challenge, and Formula Renault 2.0; for all other vehicles, the paddock applies. No work on the vehicle until 30 minutes after the qualifying or race results are posted. Observe additional instructions and, if applicable, extended restrictions. Vehicles in all classes may be randomly selected for a technical post-race inspection; violations will be reported to the race stewards.

RAVENOL 1h Race

No separate qualifying session: The times from the respective sprint qualifying session determine the starting grid. Mandatory pit stop as usual between minutes 25 and 35; minimum pit stop duration is three minutes. Drivers for Turn 1 and Turn 2 must be announced no later than one hour before the start of the race.
Observe applicable pit stop and driver change regulations as well as supplementary bulletins.

Noise Limit and Guardrail Insurance
Histo Cup vehicles must remain below 105 dB; check exhaust systems and mufflers. No guardrail insurance, as is also the case at the Salzburgring and Red Bull Ring. Drive with due caution.

Awards Ceremonies

Saturday, October 10: All Saturday races together at 6:00 PM at the Histo Cup podium by the Office Bus. Sunday, October 11: Generally 30 minutes after each race, also at the same location.

Exception on Sunday afternoon: Annex K/STW/PCC – Race 2 and Austrian GT – Race 2. These two award ceremonies will each take place immediately after the session on the main podium at the front of the pit lane. Arrive on time and celebrate the victories together!

Paddock and Departure

Use the designated areas; keep access roads and emergency routes clear. Starting at 10:00 p.m., keep noise to a minimum; complete quiet hours begin at midnight. Gas station in front of the Ring grounds,
restaurant in the pit building.

No additional tire reserves: Do not rely on the availability of tires that were not pre-ordered. Return borrowed transponders and pit keys before departure. Take old tires, oil cans, spare parts, and trash with you; leave the area clean and follow cleanup guidelines.

Fair Play and End of Season

No dangerous maneuvers or changes of direction in the braking zone. Leave competitors one car width of space; allow only one change of direction. Keep the ideal line clear during slow qualifying laps. Ensure all personal protective equipment and vehicle equipment are complete; 0.00 per mille.

The Classica Trophy is a regularity competition. Observe all flags and light signals there as well; do not brake dangerously or obstruct other drivers.

Thanks to the drivers, teams, volunteers, officials, and Lechner Racing for your cooperation. Compete fairly for the final points and take care of yourselves and your passengers. Keep on racing!

David and the entire Histo Cup Team

HISTO CUP

AUSTRIAN GT

Race Director Instructions for Hungaroring 2026

In addition to the Race Director Instructions for 2026 in Sportity, please pay special attention to the following:

Schedule

The latest published version (V3) in Sportity is binding.

Qualifying

Participation in qualifying is mandatory for all participants. If a participant is unable to take part in qualifying or has not completed the required minimum number of laps, they may submit a written request to the Race Director to apply for permission to start. The request must be received by the Race Director or the Stewards no later than one hour before the start of the respective race.

The appropriate form is available at Race Control.

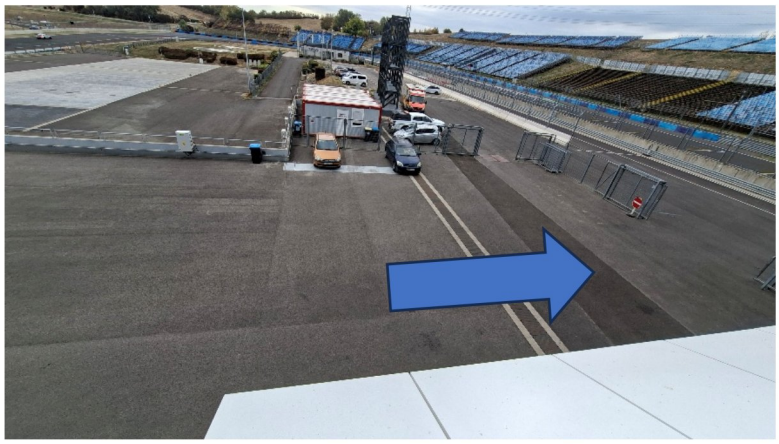
For participants with one vehicle and two drivers, and for participants in the one-hour race:

It must be announced no later than 1 hour before the start of qualifying or 1 hour before the start of the 1-hour race which driver will compete in the first qualifying session and the first race, and which driver will compete in the second qualifying session and the second race.

For the 1-hour race, it must be announced which driver will drive Turn 1 and which driver will drive Turn 2.

Pit Entry and Exit

The entrance to the pit lane is located at the beginning of the pit lane.



The exit is located at the end of the pit lane.

Starting Grid

The starting grid for each race is formed at the entrance to the pit lane. All participants in the respective race must report to the starting grid 20 minutes before the scheduled race start. This also applies to participants who are in the pits.



Start Procedure

Before the formation lap begins, the “3 minutes,” “1 minute,” and “30 seconds” signs will be displayed to the participants. When the “1 minute” sign is displayed, all mechanics and assistants must leave the starting grid.

After the “30 seconds” signal, once the displayed seconds have elapsed, a green flag will indicate to the participants that they must drive a formation lap in single file behind a lead vehicle, in the order of their starting positions.

The distance between vehicles must not exceed 3 vehicle lengths. The vehicles are led behind the lead vehicle across the racetrack to the starting line (formation lap).

During the formation lap, any change to the assigned starting position is prohibited.

Vehicles that are passed by the entire field remain at the back of the starting field and also start from the last position. Vehicles that have not been passed by the entire field may return to their assigned starting position up to the grid sign.

Vehicles that were unable to return to their assigned starting position by the grid sign must enter the pit lane and may rejoin the field from the pit lane.

Changing position or making sudden changes in direction—including to warm up the tires—after the grid sign is expressly prohibited.

Start of the Race

Once the lead car has pulled out, the race is under the supervision of the starter.

The vehicles must approach the starting line in an orderly and tight parallel formation, maintaining a constant speed (approximately 80 km/h), led by the vehicle in pole position, arranged in two rows.



All vehicles must drive through the starting boxes marked on their respective starting side of the track as starting corridors from the very beginning. The details of this type of start will be explained in the drivers' briefing.

The start signal is given by the starting lights when the starter—once the vehicles in the first row are approximately 50 m from the starting line—switches the lights from red to green. Overtaking is permitted once the start is authorized.



Pit Lane

The maximum speed in the pit lane **is 60 km/h.**

Observe the white line at the pit entrance and exit. During qualifying and the race, pay attention to the blue lights when exiting the pits.

Vehicles may only stop and work on them exclusively within the working line.



Extra Formation Lap

If the start fails, the traffic light remains red and the yellow lights on the traffic light are activated. An “Extra Formation Lap” sign is displayed immediately, and approximately 2 seconds later, all drivers are instructed to complete an additional formation lap by means of a green flag or by the activation of the green lights on the starting traffic light.

In this case, participants must complete one lap at low speed and, when the grid sign is displayed, approach the starting line in an orderly and closed parallel formation in two starting rows at a constant speed (approximately 80 km/h), led by the vehicle in pole position. All vehicles must drive through the starting boxes marked on their starting side of the track as starting corridors from the very beginning.

For this type of start, the procedure will be explained in detail during the drivers’ briefing. The start signal is given by the starting lights: when the vehicles in the first starting row are approximately 50 m from the starting line, the starter switches the lights from red to green.

Safety Car

When the safety car is deployed, SC signs are displayed and the yellow flag is waved along the entire track. As soon as the signs and yellow flags are displayed, all participants must reduce their speed at the scene of the accident. All participating vehicles line up behind the safety car at intervals of less than 5 car lengths.

Any vehicle that drives unnecessarily slowly or erratically during the safety car period, or is considered a potential hazard to other drivers, will be reported to the stewards. This applies to all vehicles both on the racetrack and at the pit lane entrance, within the pit lane, or at the pit lane exit.

When the safety car phase ends, the lights on the safety car are turned off when the grid sign is in position, and the safety car accelerates and leaves the track. The leading vehicle takes the lead of the field after the lights on the safety car are turned off.

When the starting line is crossed, the race is resumed by means of a green light and/or the waving of a green flag. Overtaking is permitted only after crossing the starting line.



Full Course Yellow

If the use of the safety car is not absolutely necessary, the race director may initiate a Full Course Yellow phase during qualifying. The FCY sign and yellow flags are displayed along the entire track. Competitors must reduce their speed to approximately **80 km/h** and maintain a safe distance from the competitor ahead of them. Once the Full Course Yellow phase ends, green flags are displayed along the track. Qualifying resumes as soon as the green flag is displayed.



Cancellation of Qualifying or the Race with a Red Flag

If qualifying or the race is stopped with a red flag, participants must reduce their speed and return to the pit lane at a slow pace.

The race will restart with a safety car start from the pit lane.

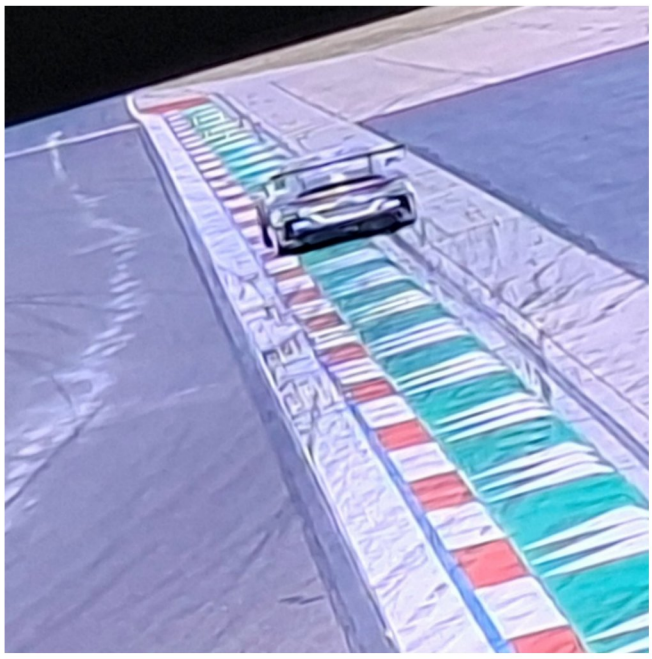
Track Limits

Track limits are specifically monitored at Turn 4, Turns 6/7 (chicane), and Turn 11.

All participants must keep their vehicles on the race track. If a participant leaves the track with all four wheels of their vehicle, the respective lap times will be disqualified during qualifying.

During the race, a warning will be issued after three instances of exceeding track limits by displaying a black-and-white checkered flag and showing the driver's starting number. After five instances of exceeding track limits, a 5-second penalty will be imposed.

In Turn 4 and Turn 11, the green area is considered the track limit.



Track Limit OK

Parc Ferme

Parc Ferme is located behind pits A, B, C, and D.



Parc Ferme applies to all participants in the Austrian GT, the BMW Challenge, the Mini Challenge, and Formula Renault 2.0.

For all other vehicles, the paddock serves as the Parc Ferme.

Work on the vehicles is not permitted until 30 minutes after the qualifying results or race results are posted.

At all events, randomly selected participants from **all** racing classes will be directed to the Parc Ferme for a technical inspection.

Violations of the Parc Ferme regulations will be referred to the stewards for further action.

Protests

A protest against another participant must be submitted in writing, along with a protest fee of €300, to the race director or the stewards within 30 minutes of the unofficial qualifying or race results being posted.

Technical Failure During Qualifying or the Race

If a participant is forced to end qualifying or the race prematurely due to a technical problem, they must immediately leave the racetrack (ideal line) and, if possible, stop at an opening marked in orange **on the right side** of the guardrail.

In the event of engine failure with oil leakage, the participant must stop immediately next to the track.

In the event of a breakdown, participants must remain with the vehicle until further instructions are given.

Conduct on the Race Track

- **Avoid dangerous maneuvers.**

- **Avoid moving in the braking zone.**
- **According to FIA guidelines, you must always leave a space equal to one car width between you and your competitors.**
- **Repeated changes of direction are prohibited; a maximum of one change is permitted.**
- **During qualifying, keep the race line clear when driving a slow lap.**

Rainer Werner
Race Director