

January 9th - 11th

REGULATIONS



Timekeeping | General



Timekeeping

- Scoring is based on a points system:
 - **The fewer points the better**
- Per 1/100 sec. deviation 1 scoring point
- The official RALLYE TIME of the organiser applies.
- There is NO right of appeal against the kilometre markings.
- The timing system consists of GPS, transponders or light barriers, depending on the type of special stage. Cameras are only used as back-up.
- In the section tests with GPS, the timing is to tenths of a second: 1/10 sec deviation = 10 points
- In the timing tests with light barriers or transponders to hundredths of a second: 1/100 sec deviation = 1 point
- The chief timekeeper will be available after each day to answer any questions regarding the evaluation; only then will the official results be finalised - subsequent objections are no longer possible.

Speeds

- Standardised average speed for all epochs in the special stages during the stages.
- The speed in the special stages will be announced at the start on Friday morning in Gröbming, expect speeds of **30 | 35 | 38 | 40 | 43 | 45,50** km/h
- Maximum length of a special stage is 8,6 km

What is important to us!

Please comply with the Austrian road traffic regulations along the entire route.

There is still acceptance among the population, but the voices of dissent are getting louder and louder. In order to be able to enjoy our wonderful hobby for even longer, we ask you to drive carefully.

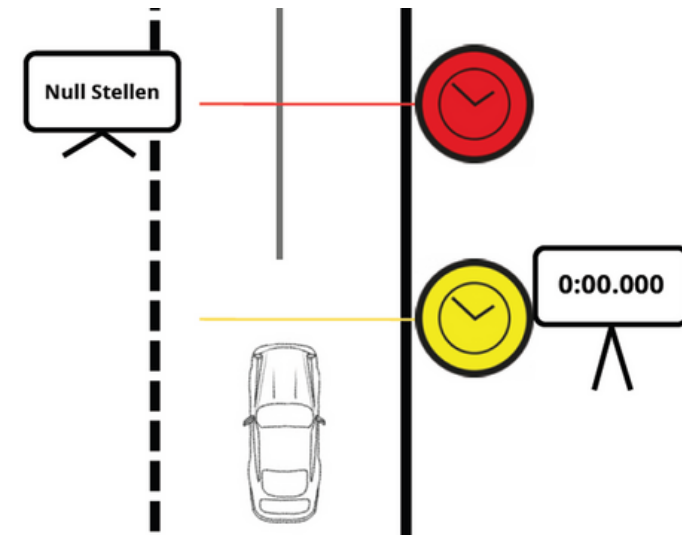
Timechecks (TC)



Procedure

- Start interval: 60 seconds.
- Only the fixed start times and the journey times are entered on the start card. The next arrival/start time is calculated and entered on the basis of the journey times.
- A time control is marked with a yellow clock symbol and a large clock display (pre-start). You may wait for your time beforehand without obstructing anyone else's arrival.
- When the time is entered in a timecheck (TC), a window opens - e.g. 18:21:00-18:21:59 - within which you must enter the 20 metre zone. It is no longer permitted to stop in this zone. The time is measured at the exit at the red clock symbol.
- Set the day counter to zero when crossing the exit line (red clock symbol) - start of a new stage
- Check points (CP) are not time-bound, the start card is stamped. You can also expect to pass secret controls that are not entered in the road book.

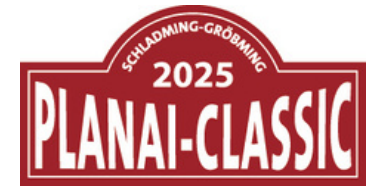
Sketch (TC)



Behaviour in the event of a delay

- Late arrivals can enter the TC zone immediately, but without obstructing another car.
- They must then calculate their next arrival time based on the minute of delay they have registered themselves
- Catching up is not permitted!
- If you arrive too early at a TC, you can wait for your arrival time before the yellow clock symbol, unless there is free access.
- TC / RT /CP close 10 minutes after the arrival time of the last start number

Regularity tests (RT)



Description Average Speed Tests

- The specified average speeds are handed out at the start in the form of a list!
- The GPS measuring system installed in the car will be used to measure the average speed.
- Special test windows are labelled "SP-WINDOW OPEN" and "SP-WINDOW CLOSED" in the road book
- Entry into "SP-WINDOW OPEN" is not tied to a specific time; "SP-WINDOW CLOSED" means the end of the special stages.
- Expect several measuring points in the regularity tests. References to measuring points in the road book refer to the kilometre markings, not to GPS points (time measurement).
- Maximum length of a regularity test is 8,6km

Target Speed

- If a target speed is specified for a target light barrier, this speed must be hit with an accuracy of +/- 5 km/h, otherwise points will be awarded according to the points catalogue.
- The measurement is carried out by a light barrier at a distance of 3-10 metres in front of the target light barrier.

Description Timing check

- Target times and target speeds are issued at the start with the average speed list.
- Timing tests are measured with a light barrier.
- Measuring points are labelled according to the definition. Pay attention to any specified target speed!
- If a regularity test is started by a clock, this means that its time starts to run as soon as the countdown is completed (every full minute). The start is therefore not linked to passing a specific point.

Circuit description

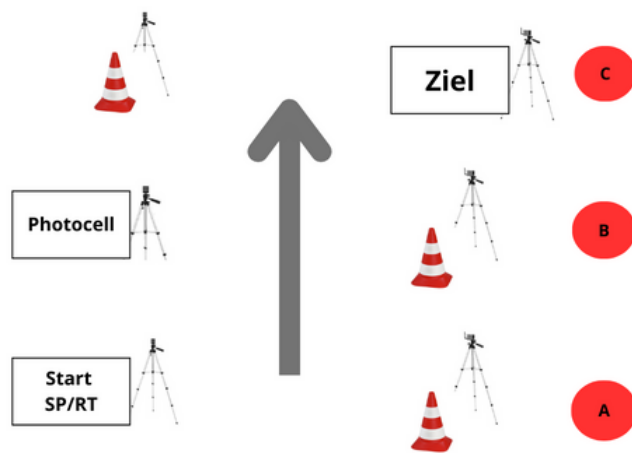
- Here the time is measured using a transponder on the car and a loop in the ground.
- Make sure that you do not trigger the timekeeping with the front of the vehicle but at the height of the transponder.
- The mode to be driven is shown in the road book and in the regulations.
- Measuring points are labelled according to the definition. Pay attention to any specified target speed!

Labelling/Points catalogue



Labelling of a measuring point

- Visible measuring points are either labelled Photocell, Start or Finish. There is a sign on one side at the height of or behind the measuring point. Additional labelling with an orange pylon opposite.
- For measurements with target speed, there is another measuring point at a distance of 3-10 metres in front of the time measuring point. This area is marked by blue cones.
- A camera is positioned behind or in front of the measuring point in order to make every release traceable. This is not labelled and is not relevant for you as a participant.
- Loops for transponder measurements on circuits are also marked by Photocell boards.
- The release for the start of a timing test is given either by a timekeeper, a green light or every 60 seconds by a clock.



Scoring points catalogue

- The maximum number of points is limited to 1000 for each measurement in a regularity test. Skipping a regularity test (or driving too few laps) is penalised with the maximum possible number of points.
- Stopping in the regularity test within sight of the measuring point is penalised with 500 points.
- Skipping a time control or checkpoint is penalised with 1000 points, a secret passing control with 500 points.
- In regularity tests with a predetermined number of laps, overruns will be awarded 500 points per lap.
- In the Planai and Dachstein mountain stages, a maximum running time of 30 minutes may not be exceeded = 2000 points
- For target speed specifications, a deviation of more than +/- 5 km/h means 200 penalty points.
- Non-compliance with the TARGET TIME in the time control (too early or too late):
 - 60 points per minute
 - Max. 600 points
 - Making up for a delay in a time control = 1000 points
 - Stopping in a TC zone (between yellow and red clock symbol) 250 points.

Programme of the event



Day 1 Thursday, January 9th

10:00 - 14:00

Check-In | Hotel Loy, Loyplatz 1 and
Rally check by DEKRA | Stromhaus,
Gewerbepark Gröbming (opposite the
entrance to Gröbming OST).

At the rally check, the GPS boxes will be installed and you will receive your start numbers. You will receive the scoring system and the start cards for all 3 days with your participant documents.

The Dachstein Prologue starts at the main square in Schladming. You will find a map in your check-in documents. Journey time from Gröbming approx. 25 minutes. There you will receive the **road book for all 3 days (from 15:00 onwards)**.

16:00 Start 1st car at the main square. At the Dachstein toll station the SS1 is started by a light barrier. After the end of SS1, the joint descent to Schladming for the opening evening at the Sporthotel Royer.

Day 2 Friday, January 10th

From **08:30 starting grid** at the main street in Gröbming, access is via the Stirling Moss roundabout east.

There you will receive the average speed list for the day at Café Wieser on Hauptstraße.

The **1st stage starts at 09:00**. 11 special stages, including a timing stage at the Schladming-Dachstein golf course, lead to a **lunch break** at 2700 metres above sea level in the **Dachstein Glacier Restaurant**. The start of the second stage is at the Dachstein car park, from where the route heads back to Schladming via Salzburgerland and another golf course special stage. After a coffee stop at Schladming's main square, the night stage takes you back to Gröbming, where the next highlight awaits you: The **Night Challenge** on the trotting track. Here you will have time to watch the show programme and after the special stage you will have **dinner at Hotel Häuserl im Wald** am Mitterberg.

Day 3 Saturday, January 11th

Attention: Start of the first special stage (1st heat) at the Alpenflugplatz Niederöblarn is from **08:00**. The TC start is only before the 2nd heat. Here you will receive the average speed list for the day. Afterwards the rallye continues with three special stages towards **Imlauer Hotel Schloss Pichlarn**, where a winter BBQ awaits you. From 11:30 the last stage to the Planai starts with another stage at the Niederöblarn Alpine airfield.

At the Planai centre (Kessleralm) the two runs of the Planai mountain classification will start, each with three measurements.

1st run: Set a self-selected time, repeat this time in the 2nd run.

After the 2nd run and a **stop at the Planaihof**, the field will be led by the pace car to the Planet Planai valley station at 17:00. Parking in the Planai multi-storey car park. The award ceremony and the subsequent dinner will take place from 17.30 in the **Hohenhaus Tenne**.

Route

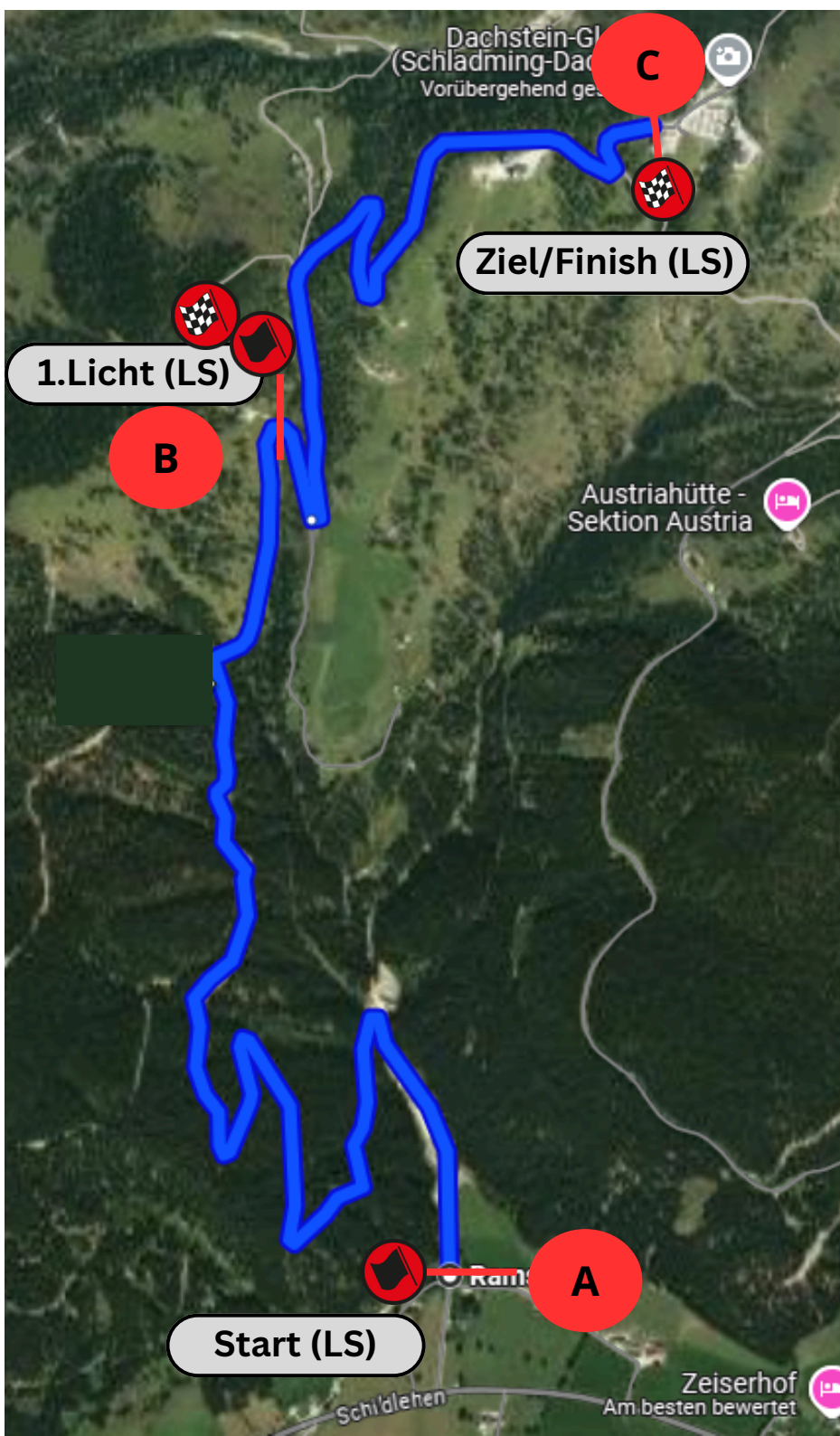


Thursday, 09.1.	start	finish	km	miles	time
Prolog	Schladming main square TC1	Dachstein toll house	15,81	9,82	00:30

Friday, 10.1.	start	finish	km	miles	time
1. leg	Start Gröbming TC2	Dachstein	86,26	53,60	02:10
2. leg	TC3 Dachstein	Schladming	75,80	47,10	01:55
3. leg	TC4 Schladming	Gröbming	43,09	26,77	01:05
4. leg	TC5 trotting track	finish Mitterberg	5,00	3,10	00:08

Saturday, 11.1.	start	finish	km	miles	time
5. leg	Start Niederöblarn TC6	Schloss Pichlarn	30	18,6	00:50
6. leg	TC7 Schloss Pichlarn	finish Planai Mitte	46	28,32	01:10

SP/RT 1 Dachstein Prolog



RTInfos

- Soring
 - A-B
 - B-C
- All three measurements by light barriers.
- Target times will be announced at the start.

SP/RT 7 Golfplatz Schladming-Dachstein



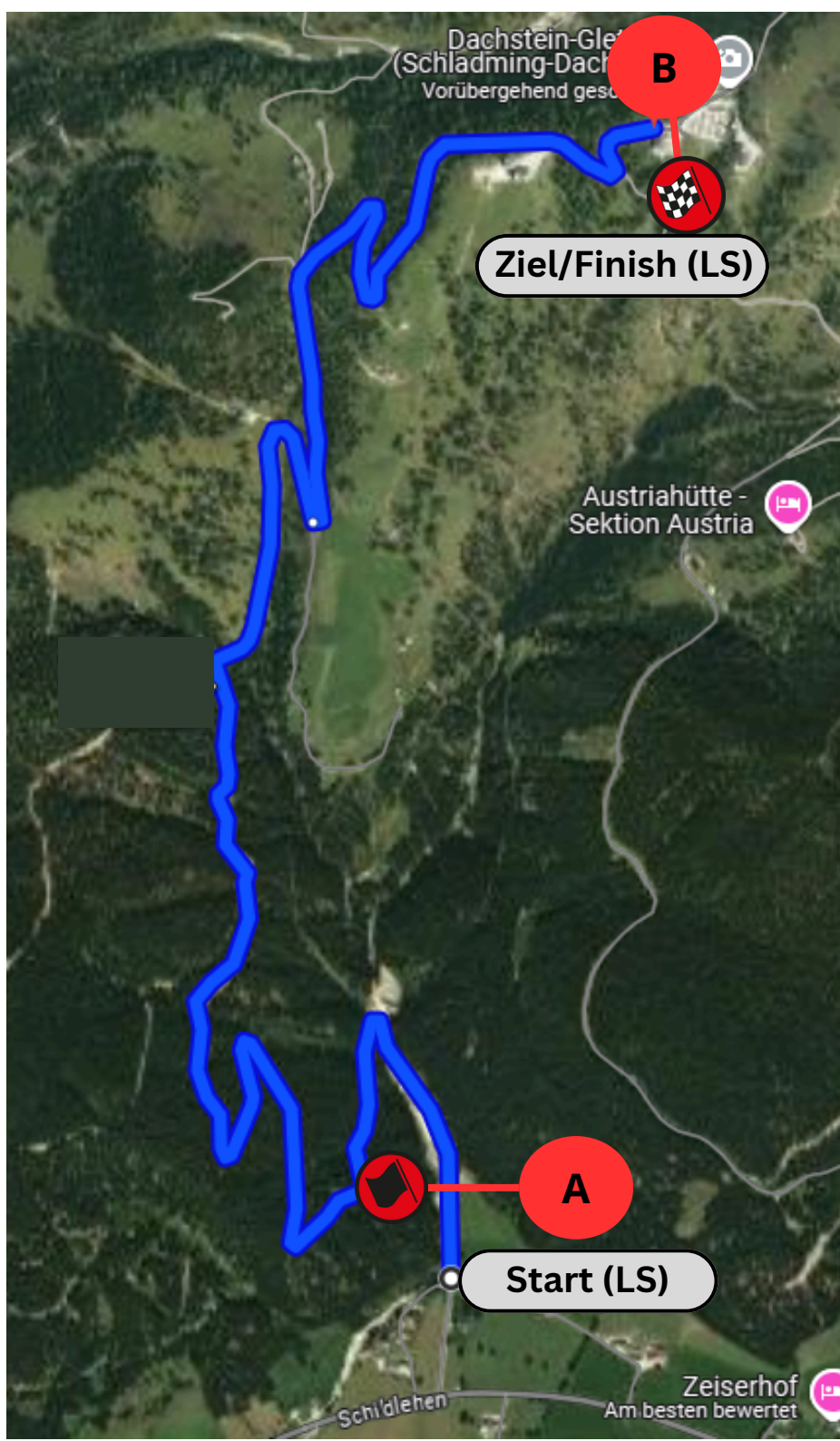
RT Infos

- Scoring
 - Start by clock every 60 seconds (always to the full minute).
 - Target measurement by light barrier + target speed (rear LB is for time measurement (labelled with "Target" board), LB in front is for speed measurement).
 - Target times and target speed are shown in the average speed list.
- The target speed must be within +/- 5 km/h (see points catalogue).
- Attention: the bridge after the start is very narrow!

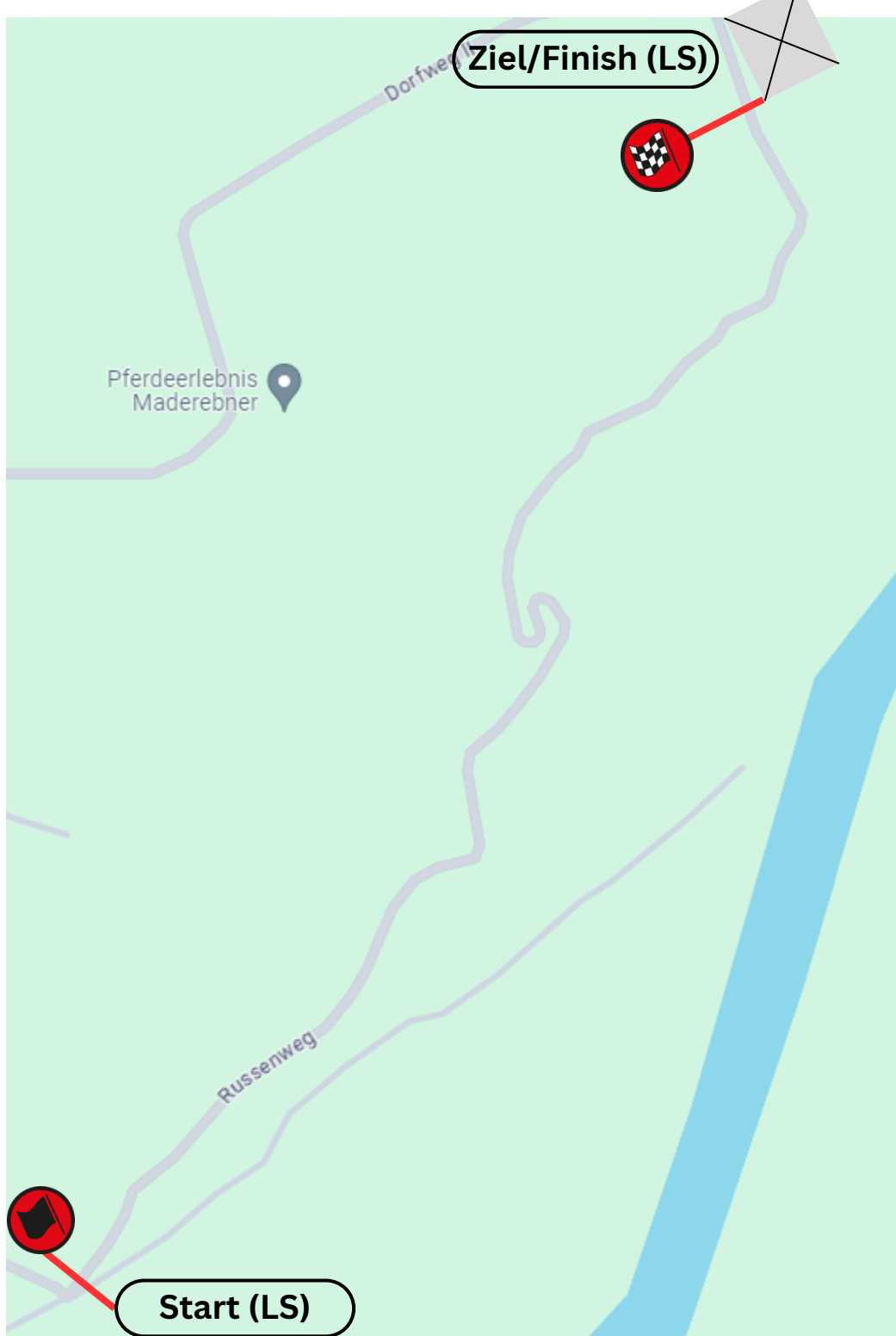
SP/RT11 Dachstein

SP Infos

- Scoring
 - A-B
- Both measurements by light barrier.
- The target time is shown in the average speed list.
- Attention: NO middle measurement at the Glösalm and the start is situated at a new position (~200m after the toll station).



SP/RT20 Russenweg

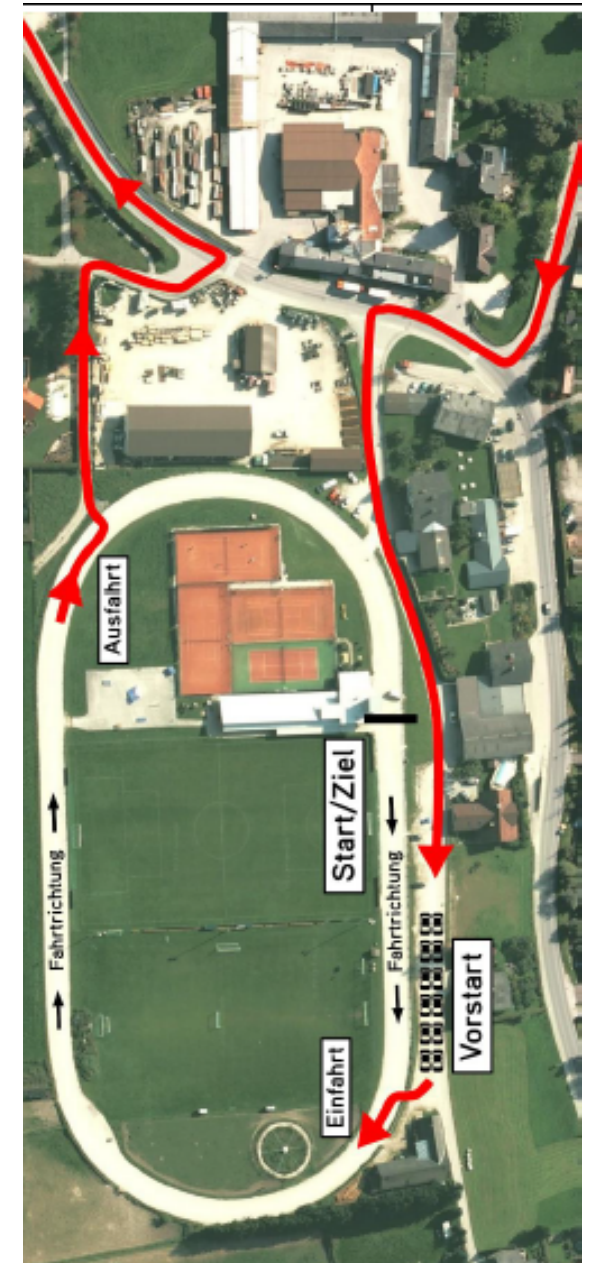


SP Infos

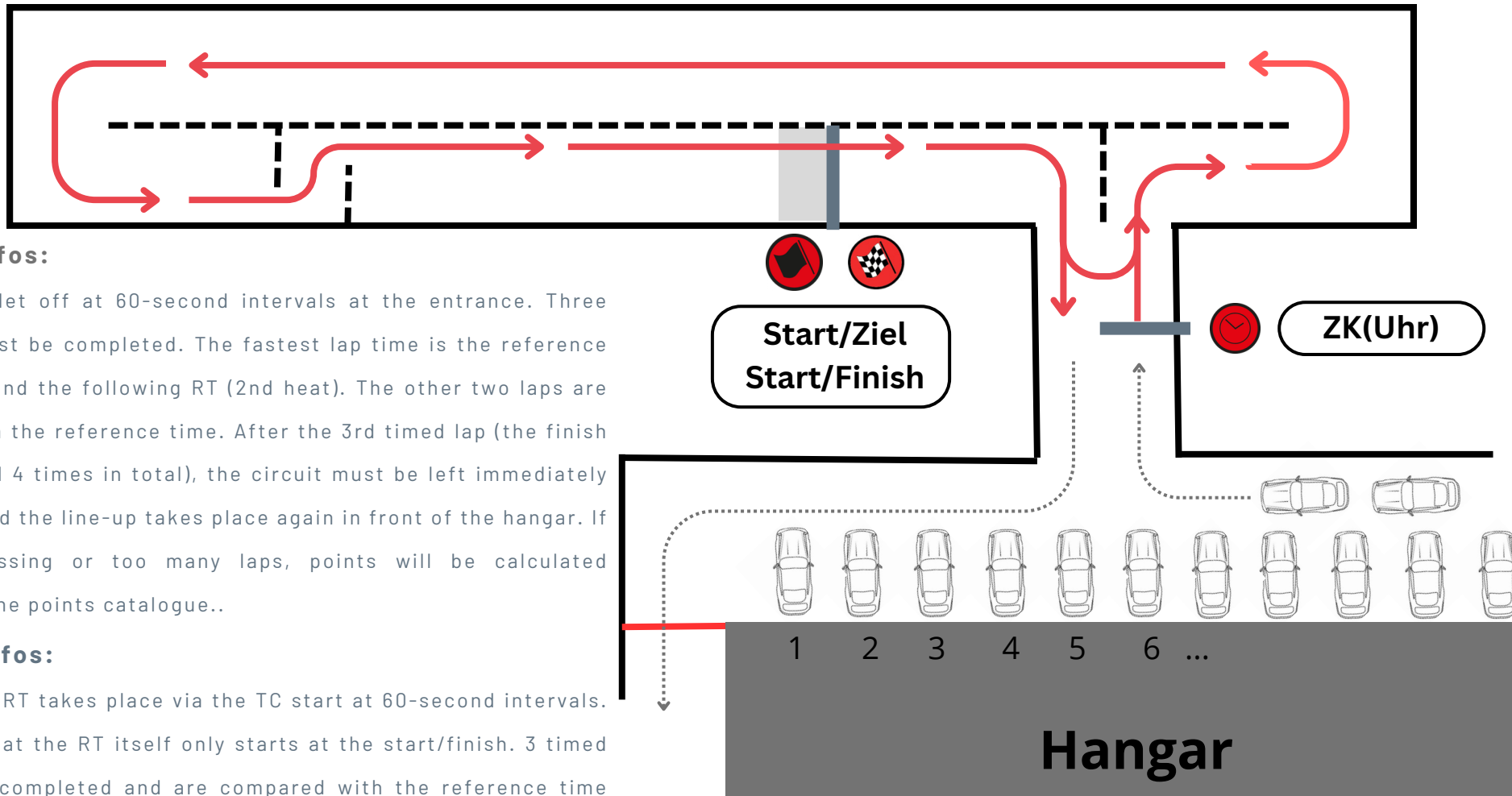
- Scoring:
 - Start-finish with target time
 - both measurements by light barrier.
- The target time is shown in the average speed list.
- Attention! Danger of getting stuck after the two bends in icy conditions.

SP/RT21 Night-Challenge trotting track

- Arrival at the trotting track according to the road book.
- You will receive further instructions from our marshals on site.
- The RT will be started according to the order of arrival of the vehicles. The 1st part of the field will be parked in the infield. The 2nd part remains outside the track.
- The competition starts at 17:50. 6-8 vehicles will always be brought forward to the start together. Standing start, driving is clockwise!
- The heat lasts approx. 7 minutes (exact time will be announced at the pre-start depending on the weather)
- Any number of laps can be driven during this time!!!! At least four laps must be completed! Too few laps will be calculated according to the points catalogue.
- The fastest lap is the reference lap. The 3 laps with the smallest deviation from the reference lap will be counted, regardless of the order of the laps.
- It is not possible to leave the track prematurely.
- End with the chequered flag after the time has elapsed. Leave the track immediately after crossing the start/finish line. The exit is located at the beginning of the east bend and is signposted
- Then continue according to the road book to the finish at the Häuserl im Wald in Mitterberg.



SP/RT 22/23 Airfield Niederöblarn



Heat 1 SP22 Infos:

- The cars are let off at 60-second intervals at the entrance. Three timed laps must be completed. The fastest lap time is the reference time for this and the following RT (2nd heat). The other two laps are compared with the reference time. After the 3rd timed lap (the finish line is crossed 4 times in total), the circuit must be left immediately to the right and the line-up takes place again in front of the hangar. If there are missing or too many laps, points will be calculated according to the points catalogue..

Heat 2 SP23 Infos:

- Entry into the RT takes place via the TC start at 60-second intervals. Please note that the RT itself only starts at the start/finish. 3 timed laps must be completed and are compared with the reference time from the 1st heat. If there are missing or too many laps, points will be calculated according to the points catalogue. After the 3rd lap (the finish line is crossed 4 times in total), the circuit must be left to the right. At the hangar, the odometer must be set to zero. From here on, the kilometres according to the road book count.

In the start/finish area, a minimum speed of 10 km/h
may not be exceeded on any lap.

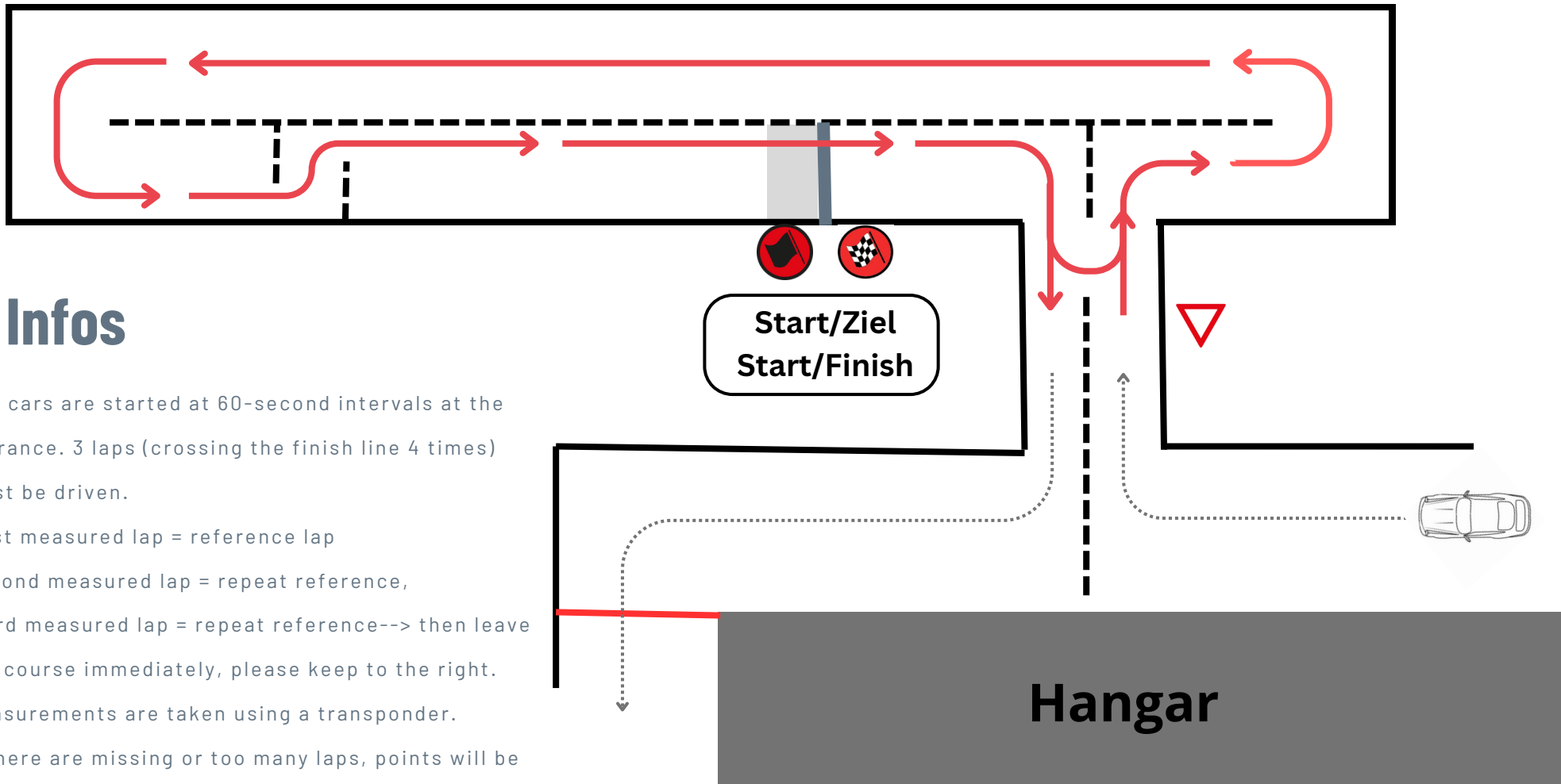
SP/RT 27 Schloss Pichlarn

SP Infos

- Scoring: Start-finish with target time, both measurements by light barriers.
- The target time is shown in the average speed list.



SP/RT29 Airfield Niederöblarn



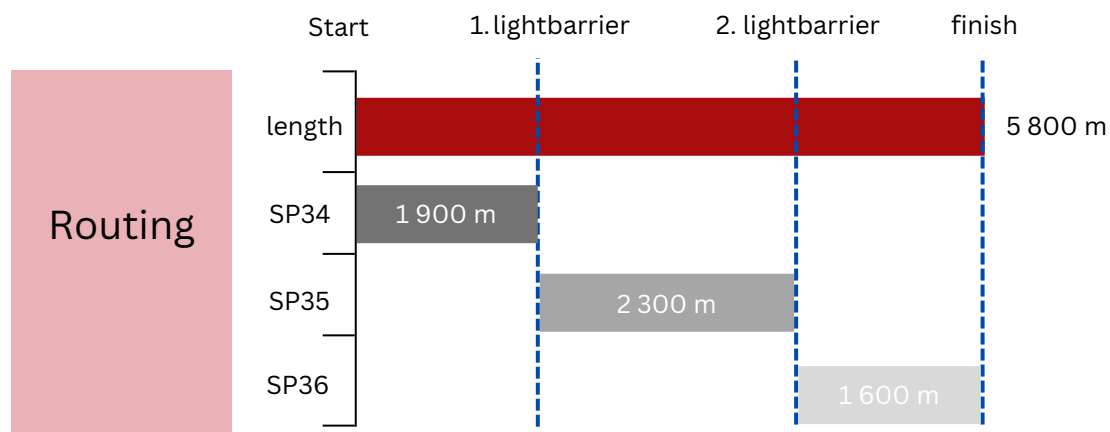
SP Infos

- The cars are started at 60-second intervals at the entrance. 3 laps (crossing the finish line 4 times) must be driven.
- First measured lap = reference lap
- Second measured lap = repeat reference,
- Third measured lap = repeat reference--> then leave the course immediately, please keep to the right.
- Measurements are taken using a transponder.
- If there are missing or too many laps, points will be calculated according to the points catalogue.
- At Hangar corner, the odometer must be set to zero.

In the start/finish area, a minimum speed of 10 km/h may not be exceeded on any lap.

Final Planai mountain stage

Regularity Test



Routing

1. run

Presentation of a self-selected time in the three RT sections

2. run

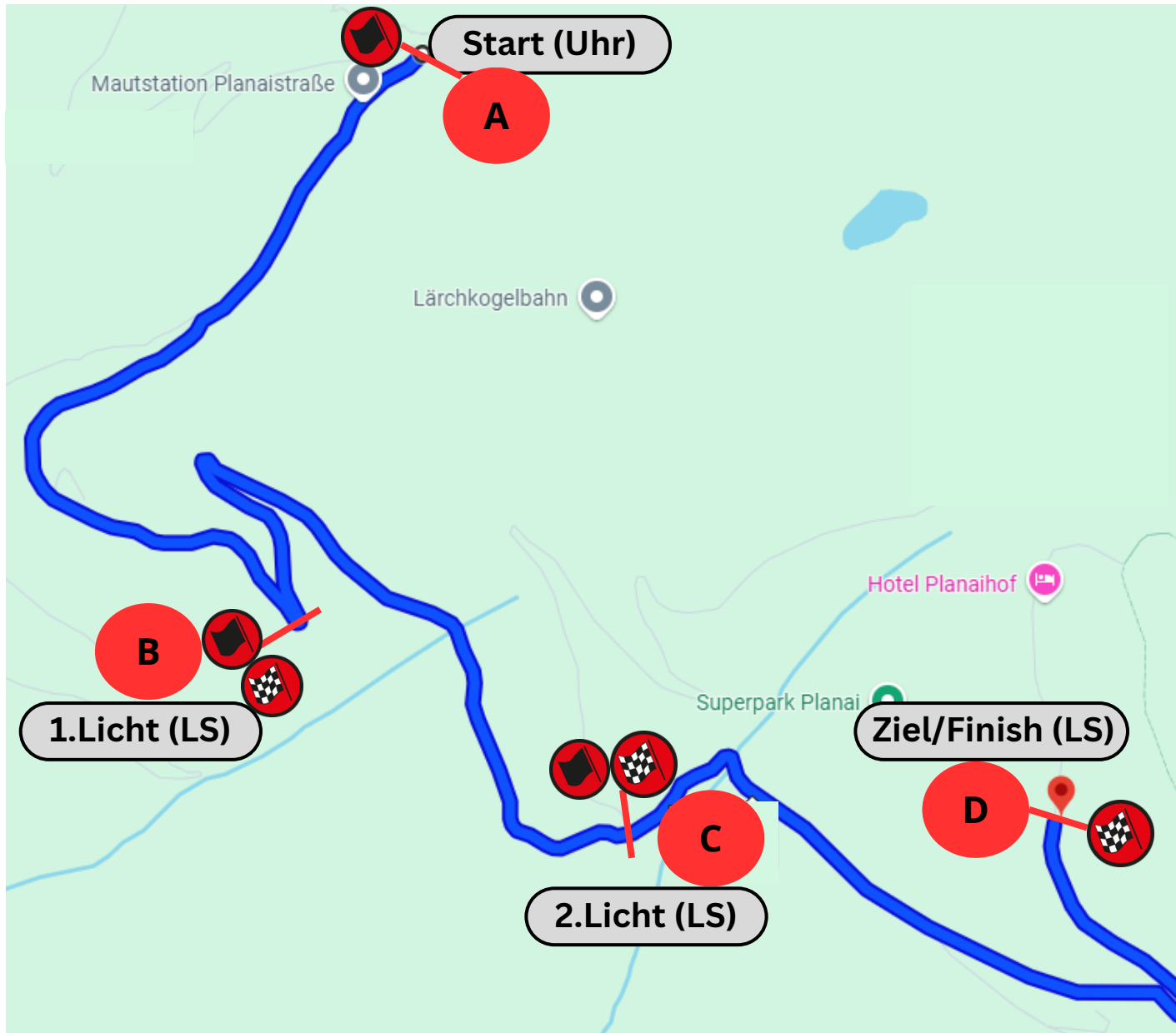
Times from the 1st run must be repeated in the three RT sections.

SP Infos

- Scoring
 - A-B
 - B-C
 - C-D
- Start 1st car for 1st run: approx. 13:00
- Start every full minute (start clock, no light barrier)
- Visible light barriers after approx. 1.9 km and 4.2 km and at the finish.
- Max. Running time: 30 minutes
- NO times of the 1st run will be handed out to the participants!
- In the 1st run, the times for all 3 sectors must be submitted by the participants themselves.
- In the 2nd run, the times from the 1st run must be repeated exactly.

The entire route is secured, but it cannot be ruled out that non-event vehicles may be on the road. Please drive with caution.

SP34/35/36 Planai mountain stage



Catering & Classification



Thursday, January 9th

- Red Bull fridge with drinks at the rally check in the Stromhaus
- Opening evening at the Sporthotel Royer in Schladming

Friday, January 10th

- Lunch at the Dachstein Glacier Restaurant
- Afternoon tea on Schladming's main square (Jufa)
- Tea stand at the Gröbming trotting track
- Drivers' evening at Häuserl im Wald

Saturday, January 11th

- Winter BBQ at the Imlauer Hotel Schloss Pichlarn
- Kaiserschmarrn at the Planaihof (finish Planai mountain classification)
- Award ceremony and subsequent Gala buffet in the Hohenhaus Tenne, Schladming

Overall classification

From the overall classification, a separate classification will be drawn up in three epochs relating to the year of construction; the first three of each epoch will be awarded a prize.

The epochs are categorised as follows:

EPOCHE I: up to 1959

EPOCH II: 1960 - 1969

EPOCH III: 1970 - 1976

Special classifications

- Prologue Dachsteinstraße mountain stage (Thursday)
- Gröbming trotting track
- Alpine airfield Niederöblarn (3 SS's)
- Golf champion (3 golf courses)
- Planai mountain classification

All prizes will be presented at the award ceremony in the Hohenhaus Tenne.

Electronic regulations

Control of the timing instruments and odometers

Watches:

Only mechanical watches/stopwatches/wristwatches with analog display are allowed - i.e. with numerals, hands, drag hands.

Distance counter/cutting computer:

Only mechanical distance measurement is permitted.

No electrical or electronic sensors/signals may be used, this applies both to the measurement of wheel speed, or speed measurement in the drive train area (regardless of whether engine, transmission, drive shafts or similar).

The pick-up point of the speed/speed must be visible and recognizable for the technical inspection - likewise the exclusively mechanical transmission (shaft) must be laid as far as possible freely visibly - and/or a condition acceptable for the visual inspection must be fast and simply producible (e.g. lifting up the carpet or the like).

Examples of permitted devices:



Random checks possible during the entire rally - violations lead to disqualification!

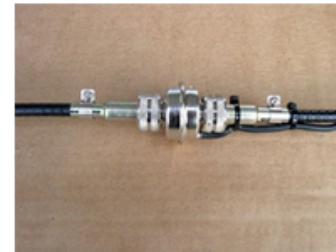
Electronic regulations



Control of the timing instruments and odometers

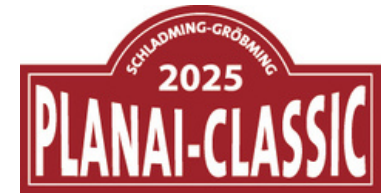
Any other type of distance measurement such as GPS, radar, etc.....is prohibited!

Examples of prohibited devices:



Random checks possible during the entire rally - violations lead to disqualification!

Electronic regulations



Control of the timing instruments and odometers

Cell Phone/Tablet/Laptop/PC:

The use of cell phones, tablets or laptops or PCs to measure time, speed or distance or calculate or process measured values is not permitted. This applies to devices with and without GPS function!

Speedometers:

Only analog and mechanical speedometers may be used.

If a vehicle with a not purely mechanical speedometer has been produced in series, it may only be used in unchanged form.

Tapping the electrical signals for any purpose whatsoever is generally not permitted.

Tachometer / gear shift indicators Tachometer indicators:

Only "normal" tachometers with analog displays may be used.

The use of tachometers with shift point indicators (whether acoustic or by means of a light signal) is not permitted.

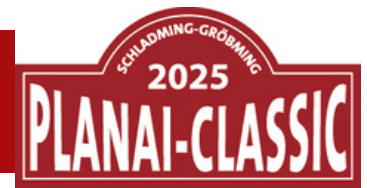
Also pure shift point or tachometer displays - acoustic or by light signal are not allowed.

Radio and radio transmission within the vehicle:

Transmission of radio signals within the vehicle are not allowed - to improve communication between driver and co-driver only rally intercoms with cable connection are allowed. These may only be used for "live" voice transmission between driver and co-driver. Playing recorded text/sound tracks is not allowed. Acoustic transmission of speed-dependent or rpm-dependent signals is not allowed.

Random checks possible during the entire rally - violations lead to disqualification!

Technical requirements & behavior



Rallyecheck & Electronics

- During the "rally check", the speedometer cable must be able to be checked in its full length to ensure that no pulse generator (clock generator) is installed
- Exposed cables and wires whose purpose cannot be proven will be sealed or decommissioned during technical scrutineering
- Changes after the technical acceptance, which violate these regulations, mean disqualification.
- To ensure compliance with these regulations, we reserve the right to carry out random checks. Expect the following checks: before the start | during a stage where our technical commissioners can stop the participants with a red flag | after crossing the finish line

Spikes, Ropes & Chains

- Only road tires with normal commercial spikes (spike protrusion according to STVO§abs5) with DOT and E-marking are allowed.
- The studded tires have to be presented at the rally check and get a marking
- Hemp ropes and chains are allowed without restrictions
- It is strongly recommended to carry chains

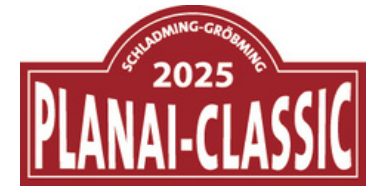
Code of Conduct

- Non-competitive cars, which are used to explore and measure the secret light barriers, are prohibited.
- It is forbidden for the participants to drive on the track passages within the last three hours before the starting time in their competition or private cars.
- In the spirit of fair and sportive competition it is not allowed to give information about the positions of the light barriers in the RTs.
- The organizer reserves the right to disqualify participants in case of dangerous, rude and unsportsmanlike driving or in case of violation of the traffic regulations and to prohibit further participation.

Advertising

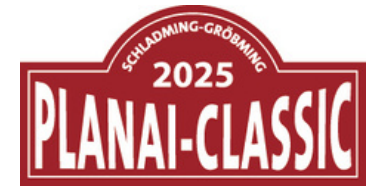
- The participating vehicles must be free of advertising stickers.
- Only advertising logos approved by the organizer are permitted - this also applies to caps, polos and jackets.
- The management of the "Rallye-Check" is authorized to check this and to finally accept the car only if this passage is fulfilled.

Disclaimer



- The organizer disclaims all liability for personal injury and property damage that may occur during the event
- Participants (drivers, co-drivers) take part in the event at their own risk and are solely responsible for all their actions and omissions as well as for any civil and criminal consequences resulting therefrom.
- The vehicles must have a proper registration for road traffic
- The participants have to take care of the traffic and operational safety of their vehicles.
- The participants declare with the submission of the entry the irrevocable waiver to assert claims, for whatever legal reason, as well as from damages of any kind, which arise in direct or indirect connection with the event, in particular against: the organizer, his employees, helpers, property owners, authorities, vicarious agents and other persons connected with the organization of the event, as well as the other participants, their helpers, the owners, holders of the other vehicles, their own entrant, driver, co-driver, passenger and helper.
- To indemnify and hold the organizer harmless, should claims be asserted by third parties against the organizer or authorities, which were caused during the event by drivers, co-drivers and vehicles or other participants of the event through no fault or negligence. This applies in particular to any claims made by third parties on the basis of contractually agreed or statutory damage compensation obligations.
- The participants agree that names, photos and videos of them or their vehicles will be published on our homepage, social media and promotional materials in connection with the event.
- The disclaimer becomes effective with the submission of the registration

Privacy



The protection of your data is important to us. This statement describes how Ennstal-Classic GmbH stores personal data and for what purpose we use it:

For what purposes is the data processed?

You have registered with us either by registration form or online. To ensure that you continue to receive our annual announcements and information about our events and products (Ennstal-Classic, Planai-Classic, various sponsors event invitations, calendars, souvenirs, etc.), we would like to store and use your data.

For the purpose of project management or promotion of the events, i.e. explicitly in starter lists, result lists, program book, the name of the driver, name of the co-driver with nationality and the exact designation of the classic car including photo will be disclosed.

For newsletters/press releases this data will be made publicly available. Photos of the cars sent to us in advance of the event will be used for this purpose. Also photos or videos of accredited photographers, which are publicly available on the homepage (picture gallery Zenfolio) will be used for social media channels such as Facebook, Youtube, Instagram, Twitter as well as for press releases, news releases, brochures and the like. The photo and video rights are held by Ennstal-Classic GmbH.

Your address will never be passed on to third parties by us, unless we are legally obliged to do so. Advertising mailings from our partners will be carried out exclusively by Ennstal-Classic GmbH.

Necessity of data storage

In principle, you are free to provide personal data. Should you not do so, we would not be able to include you in any start or result lists, which would call into question the purpose of this event.

Your rights

You are basically entitled to the rights of information, correction, deletion, restriction, data portability, revocation and objection. You can reach us by post at Ennstal-Classic GmbH | Kirchplatz 15 | A-8962 Gröbming or by e-mail at office@ennstal-classic.at.

Who is responsible for data processing and whom can you contact?

Ennstal-Classic GmbH | Mag. Michael Glöckner | Kirchplatz 15 | A-8962 Gröbming | office@ennstal-classic.at | + 43 3685 23270 0

Online privacy policy of Ennstal-Classic: <https://www.ennstal-classic.at/de/datenschutz/>

We ask you to sign this declaration at the check in and to give us your consent.

