



Regulations Eifel Rallye Festival 2026

15.1 Organisation

Contact	info@eifel-rallye-festival.de sekretariat@eifel-rallye-festival.de
Organising Committee	Vorstand des Motorsport-Club Daun e.V. im ADAC Reinhard Klein, Köln, Slowly Sideways
Chief Organiser	Otmar Anschütz, Daun
Clerk of the Course Rally coordination	Peter Krieger, Wiehl Pascal Neuens, Daun
Safety Officer	Oliver Burggraf, Hillesheim Stephan Thielmann, Gerolstein
Chief Medical Officers	Dr. Heidi Hoffmann, Daun Dr. Martin Buchheit, Gerolstein
Participants Relations Officer	Jan Bemann, Oelshausen
Rally Headquarter	"Forum Daun", Leopoldstraße 5, 54550 Daun

15.2 TIME TABLE

Wednesday, 22.07.2026		
From 08.00	Opening of Service Parks 1 to 3	Rally Mile
16.00 - 21.20	Administrative checks	Rally HQ Forum Daun
From 18.00	Opening of Service Park 4	Rally Mile
Thursday, 23.07.2026		
06.00	Opening of Service Parks 1 to 4	Rally Mile
06.30 - 11.30	Administrative checks	Rally HQ Forum Daun
06.30 – 12.30	Reconnaissance of demonstration stages possible	In accordance with the detailed timetable
13.30	Photoshoot	Airfield Senheld
14.30 – 19.00	Technical scrutineering	Rally Mile, in accordance with the detailed timetable
18.30 – 20.00	Autograph session	Show Stage, Laurentiusplatz



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19.00 - 19.30 19.30 - 20.00	Driver's Briefing Slowly Sideways, OBLIGATORY Registration for Driver's Briefing Driver's Briefing – compulsory for all	Rally HQ Forum Daun, large hall, ground floor
From 20.30	Welcome Evening	Show Stage, Laurentiusplatz
Friday, 24.07.2026		
07.00	Opening of Service Parks 1 to 4	Rally Mile
09.00	Start of Leg 1, 1st V-car	Podium, Rally Mile
09.15	Start of Leg 1, 1st Slowly Sideways car	Podium, Rally Mile
Approx 19.00	End of Leg 1, 1st V-car	Service Parks TC in
Approx 19.15	End of Leg 1, 1st Slowly Sideways car	Service Parks TC in
Saturday, 25.07.2026		
07.00	Opening of Service Parks 1 to 4	Rally Mile
08.20	Start of Leg 2, 1st V-car	TC Service - out
08.35	Start of Leg 2, 1st Slowly Sideways car	TC Service - out
Approx 16.20	Finish of the rally, 1st V-car	Podium, Rally Mile
Approx 16.30	Finish of the rally, 1st Slowly Sideways car	Podium, Rally Mile
From 20.00 p.m	Rally Party with Live Music	Show Stage, Laurentiusplatz

Administrative checks

During Administrative checks each crew has to present the following documents: a valid driving licence (driver), car registration papers, proof of insurance and proof of payment of the insurance rate. The opening times are defined in the Timetable above.

As 2025 the tracking-units from 4rally.eu will be handed out at the administrative checks!

Technical Scrutineering

All participating cars have to go through scrutineering according to the timetable publicised. As in 2025 information to the teams will primarily be published via the free "Sportity" app. Please download this app to your smartphone in advance. The access code (password) for the 'Sportity app' is 'ERF26'. The starter lists will also be posted at the ADAC info point in the rally mile.

15.3 Description of the Event

- 15.3.1 Demonstration event for historic rally cars on closed roads with no timekeeping. The intention of the event is not to achieve top speeds and fastest stage times.
- 15.3.2 Total distance covered during the event: about 450 km (subject to approval by the authorities), this includes about 125 km of closed roads to the public.
- 15.3.3 The route and time controls are defined by the road book and a timecard.
- 15.3.4 **Entry fee / Service fees**
The entry fee per vehicle is 700,- EUR. This includes a parking space of 3 m x 7 m in the service park for the rally car. It is essential to specify the size of the service tent in the entry.
- 15.3.5 The rent for the safety tracking system is included. This system is obligatory to be used by all participants!
- 15.3.6 The space for a service vehicle in the service park with the maximum size of 3 m x 7 m is charged with 350,- EUR. If more space for the service vehicle or through an oversized tent is needed, an additional service place of 3 m x 7 m can be booked for another 350,- EUR. It is essential to specify the size of the service vehicle in the entry.
- 15.3.7 It is possible and welcome for teams to share a service place to save space.
- 15.3.8 All prices listed are including the German VAT.

15.4 Time Controls and Timecards

There will be start lists with compulsory start times publicised. The reason for this is to keep the cars in order and to avoid large gaps between the cars.

Each participant is responsible for adhering to his prescribed start time. The start times will be announced via the 'Sportity' app. In addition, the lists will be posted at the ADAC container at the rally mile Daun and at the rally centre 'Forum Daun', ground floor.

1. list of registered and admitted starters, (DS 1) the starting order is in ascending order of their start numbers – the issue of timecard 1 will be at the start ramp, TC 40.
2. list of admitted competitors, (DS 5 - 7), starting order in ascending order of start numbers – the issue of timecard 2 will be when leaving



the service park, TC 50.

3. list of authorised starters, (DS 8 - 10), starting order in ascending order of start numbers - issue of timecard 3 will be when leaving the service park, TC 52.

Clock-in early is allowed at TCs 41, 43, 45, as well as 51 and 53. But not at TC 40 - Rallye Meile Daun OUT, TC 42 - Podium, TC 44 - Podium, TC 50 - Rallye Meile Daun OUT and TC 52 - Rallye Meile Daun OUT. Early check-in will not be allowed and cars will be sent back.

Participants who retire must notify TC Service IN as to whether they will end their participation or continue at a later stage.

The **Time Controls close 15 minutes** after the allocated start time of the last participant.

15.5 Regulations for the Reconnaissance of the Demonstration Stages and Rules of Conduct

Reconnaissance is only allowed within the times indicated by the organisers. Outside these times, it is strictly prohibited to take a motor vehicle on non-public roads and tracks within the county (Landkreis Vulkaneifel). The timetable defining these periods will be published well in advance.

It is also strictly forbidden to use the actual rally car during reconnaissance. The cars used during reconnaissance have to carry a small number that is the same as the starting number for the rally car on the top right corner of the windscreen.

During reconnaissance, the STS unit (orange box without control panel) must be carried in the car. On all non-classified roads and paths, the speed must be adapted to the conditions. In built-up areas, the prescribed speed must be strictly observed. Driving in opposite direction than the stage is prohibited, unless it is expressly permitted in the roadbook.

The logo for the Eifel Rallye Festival 2026 features a stylized checkered flag on the left, with the text 'EIFEL RALLYE' in bold black uppercase letters above 'FESTIVAL 2026' in bold yellow uppercase letters.

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The organizer checks by suitable measures if:

- The prescribed time window acc. race timetable is respected.
- The speed limits are observed.
- The driving style, especially when driving through town, is adapted to the circumstances.

If it is determined that a participant does not comply with these regulations, he will not be allowed to start at the Eifel Rallye Festival.

The decision is in the responsibility of the Clerk of Course.

In case of exclusion from the rally the entry fee will not be refunded.

Please be aware that reckless driving behaviour during reconnaissance and during the event itself harms the Eifel Rallye Festival.

15.6 Participating Crews and Cars

15.6.1 All cars must be licensed for road use at all times during the event and have to comply with all requirements of the German traffic registration regulations (Straßenverkehrs-Zulassungs-Ordnung, StVZO) and assured. Cars registered outside the Federal Republic of Germany have to comply with the traffic registration regulations of their country. In the case of a police report, the organiser is not liable for the conformity of the cars to these regulations.

15.6.2 The driver and co-driver do not need a competition licence. The driver must, however, have a valid driving licence.

15.6.3 All the personal safety equipment for the driver and co-driver as described in 15.10 has to be presented and examined at scrutineering. Participants whose equipment does not comply with the minimum safety requirements will not be allowed to start in the Eifel Rallye Festival or will be excluded from the event.

The Clerk of the Course and/or representatives appointed by him are authorised to check on a random basis during the event for a crew's full compliance with these safety regulations.

15.7 Service parks

All service vehicles will be identified by means of a triangular "Service" sign that has to be placed in the top right-hand corner of the windscreen.

Entry to the service park is only permitted for vehicles carrying those indications.

We would like to point out that all repairs must be done on a water- and oil-proof sheet that is sufficiently large to prevent any liquids reaching the ground.

Every team will be allocated an individual place within the service park for service.

The Eifel Rallye Festival is an event with desired and desired fan proximity. The service areas should therefore also remain open and accessible to enable contact with the teams and inspections of the vehicles. A complete "sealing off" by stands, banners, etc. is not desired!

15.8 Identification of Control Commanders, Marshals etc.

Stage Commander	Overprinted vest
Track Control Marshal	Overprinted vest
Time Control Marshal	Overprinted vest
Control Post Marshal	Overprinted vest

15.9 Safety equipment of the cars

15.9.1 Roll cage (ROPS = Roll Over Protection Structure)

It is compulsory to have an appropriate Roll Over Protection Structure (ROPS) fitted in the car providing adequate protection to the crew in the case of a collision or of a car turning over.

Cars originally fitted with a ROPS must have a ROPS that, as a minimum, meets the specification used on the car when it was used in competition in its period.

It is recommended to fit intrusion bars on both sides as an additional safety component.

Exception: Vehicles for which there is only a rollbar (a tubular frame which forms a bar with two fixing points) mandatory according to the Historic Technical Passport (HTP). In this case the Historic Technical Passport has to be presented upon scrutineering.

All those parts of the ROPS which can come into contact with any part of the body of either of the crew members must be fitted with a non-inflammable protection which is permanently attached to the ROPS.

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This also applies to those parts of the ROPS which can be reached by the crew's helmets.

15.9.2 Seats and seat consoles

Fully functioning bucket seats are compulsory. The mountings of the crew's bucket seats and the seat supports must be in good condition and of a technically satisfactory construction on all cars.

The seats and the seat supports will be examined during scrutineering.

15.9.3 Safety belts

Fully functioning and FIA homologated 6-point safety belts for the crew are mandatory.

Exception: When using a 4-point safety belt (two shoulder and two abdominal straps), these must be FIA homologated and must comply with the FIA standards 8854/98 or 8853/98.

The marking must be legible on each individual belt by means of a homologation or identification label and with the expiry year using the "NOT VALID AFTER" lettering. The homologation number on each individual belt of the belt system must be identical.

The expiry year is extended by 5 years, i.e. Belt marking / validity date NOT VALID AFTER 2021 is the minimum requirement, this means the belt may be used until: 31.12.2026 (2021 + 5 years)! Belts with expiry BEFORE 2020 may no longer be used!

The safety belt system must be compatible with the bucket seat construction and design.

The mountings and fixation points of the safety belts must not be welded to the bodyshell.

Die Gurtbefestigungen /-Punkte dürfen nicht geschweißt sein.

It is mandatory to carry belt knives!

The use of a Head and Neck Support (HANS) device is strongly recommended.

15.9.4 Fire extinguishers

All cars must be equipped with at least one 2 kg hand-operated fire extinguisher which must be safely and securely fitted in the passenger compartment with quick release mounts made of metal and two metal straps. The fire extinguishers must

be within easy reach of the crew.

The date since the last inspection of a fire extinguisher must not be more than two years.

15.9.5 Battery and Battery Terminals

The battery terminals must be protected against the risk of short circuits by appropriate covers (protection caps).

15.9.6 Technical condition of the cars

Competitors should be aware of the possibility of corrosion and/or ageing of components and the consequences thereof, and must take measures to ensure the integrity and safety of these components while still respecting the original specification.

15.10 Personal safety equipment for driver and co driver

The following personal safety equipment is mandatory:

15.10.1 Helmet and balaclava hood

Both the driver and co-driver are obliged to wear helmets that comply with currently valid FIA or DMSB standards (as of 2021) (8859-2015, 8859-2024, 8860-2018, 8860-2010). Helmets complying with ECE regulations are NOT permitted.

Note that it is compulsory to wear a fire-resistant balaclava hood under the helmet. Drivers and co-drivers are only permitted to start a demonstration stage with their helmets closed.

The use of a Head and Neck Support (HANS) device is recommended. HANS has to be activated before the start.

15.10.2 Overalls

During the demonstration stages both the driver and co-driver are obliged to wear FIA homologated racing overalls complying with the current FIA standard 8856-2000 with FIA hologram. This must be clearly identifiable from the outside by an appropriate label on the collar.

15.10.3 Underwear

It is compulsory for driver and co-driver to wear FIA homologated flame-resistant long under-garments, long sleeve top and long johns complying with the current

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FIA standard 8856-2000 with FIA hologram. Please be aware that wearing additional synthetic underwear (e.g. undershirt, slip or bra) underneath the flame-resistant garments can eliminate the effect of the flame-resistant garment and can lead to severe burns of the skin.

15.10.4 Driver shoes and socks

It is compulsory for the driver and co-driver to wear FIA homologated flame-resistant shoes and socks complying with the current FIA standard 8856-2000, socks even without FIA hologram.

15.10.5 Gloves

It is compulsory for the driver to wear FIA homologated flame-resistant gloves complying with the current FIA standard 8856-2000 and with FIA hologram.

15.11 Safety rules, Behaviour in case of an accident, Flag signals

15.11.1 SOS / OK Schild

At the rear of the road books, the participants will find a red "SOS" sign and a green "OK" sign.

In case of an accident where immediate medical assistance is needed, the red "SOS" sign should be shown to the following participants.

Every participant that sees the "SOS" sign or, even more importantly, sees that another participant is involved in a serious accident where the crew is still inside the vehicle but are not showing the red "SOS" sign, has to stop immediately to give aid.

This is compulsory and without exception.

It applies to all following participants. The second participant to arrive at the scene has to stop and then drive on to inform the nearest radio control marshal. All following participants have to make sure that they are keeping the road clear of their cars to make way for emergency vehicles.

In case of an accident where no immediate medical assistance is needed, the crew has to show the green "OK" sign so that it is visible to the following participants

15.11.2 Accident report

If a participant is involved in an accident in which spectators are injured, the driver concerned has to stay at the scene of the accident and stop the following vehicle. The driver of the next vehicle then has to drive on to the nearest radio control marshal.

Please be aware that the national regulations of the Federal Republic of Germany concerning road accidents are mandatory and have to be obeyed in such situations. The 'SOS message' must also be sent via the control panel of the tracking system.

15.11.3 Red Warning Triangle

It is compulsory for every vehicle participating in the event to have a red reflecting warning triangle on board.

If the vehicle stops on one of the demonstration stages, the crew has to set up this warning triangle immediately at a distance of at least 50 m prior to the vehicle and clearly visible in order to warn the following participants.

15.11.4 Use and Meaning of Yellow Flags

The yellow flag has the following meanings:

FLAG HELD STILL

- Speed has to be reduced and overtaking is forbidden
- A change of direction or a complete halt is possible
- The danger is on or next to the track

FLAG BEING WAVED

- Speed has to be reduced and overtaking is forbidden
- A change of direction or a complete halt is possible
- The track is either partially or completely blocked

15.12 Procedure for guest co-drives/drivers

All persons who are not officially listed as co-drivers in the entry form are only allowed to co-drive in a rally car during the Eifel Rallye Festival if they fulfil the following requirements:

15.12.1 co-drives/driver change regulations

All new drivers/co-drivers must personally present the liability waiver, which is available for download at www.eifel-rallye-festival.de/de/Notice_Board.html,

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signed by them and the entrant/driver/co-driver of the car at the administrative checks. The new crew will receive an event wristband for CO-DRIVERS / GUEST CO-DRIVERS, which will be put on his/her wrist immediately by an authorised representative of the organiser. The event wristband must be worn visibly at all times.

15.12.2 Co-drives change

Changing co-drivers during a section is also allowed before a TC at the DS start. The provisions of this communication apply. Representatives of the organiser will monitor compliance with the safety regulations and are authorised to prohibit the start if necessary.

15.12.3 Taking minors

The minimum age for underage passengers is 15 years. It must be ensured that the safety equipment of the vehicle in question (seats, seat belts) and the personal safety equipment (helmet, shoes, complete clothing) are fully functional. The consent of the legal representatives (both parents) or the legal guardian (only one parent or a legal guardian) and the liability waiver, signed by the legal guardians, must be submitted. The 'Personal protective equipment for the driver and passenger' regulations also apply to passengers in accordance with section 15.10. Otherwise, they will not be allowed to ride along.

15.13 Compliance with the regulations and penalties

The entrant/driver alone is responsible for compliance with these regulations. The entrant/driver commits himself without restriction to only take co-drivers on board his car who comply with these regulations.

Any infringement against the regulations defined in this document will lead to the immediate exclusion of the car from the event and to a fine of € 500 imposed by the Clerk of the Course.

We expressly point out that the requirements for participants and their safety equipment, the proper condition of the participating vehicle and the associated documents listed in the implementation regulations will be checked by the organiser. Violations of the implementation regulations will inevitably lead to exclusion from the event. In this case, a refund of the entry and service fees is excluded!

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Representatives of the organising team are authorised to check on a random basis during the event for compliance with these regulations.

Daun, den 26.01.2026



Otmar Anschutz
Chief Organiser