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Implementation Regulations and Driving Instructions

Important information from the Rally Director regarding the procedure, execution, and scoring system!

A – GENERAL
The rally will take place under the condition that participants comply with the Austrian Road Traffic Regulations (StVO) along the entire route. It's not about being particularly fast, but about finding the right route. Maximum speeds are not required or scored at any point. An average speed of 50 km/h is specified for the entire route. The regulations are simple – it goes from time control (ZK/TC) to time control – i.e., from A to B, B to C, C to D, etc. – for each stage (from ZK/TC to ZK/TC), there is a target time to the full minute. In the special stages, which count towards the classification, the time is measured according to the regularity method and with target times in full seconds. Delays at the checkpoints cannot be made up – the arrival time at a checkpoint is also the start time for the next stage. - "PATH comes before TIME" - The road traffic regulations must be observed at all times! TC, PC, and secret speed checks ensure compliance with the route and the road traffic regulations! (We have driven the entire route several times – including with a historic vehicle – and, with careful orientation, the target times can be achieved even by older and weaker vehicles.)

B – ORGANIZER TIME This is the official CET GPS summer time – check with the timekeeping team.

C – ITINERARY
The total length of the route is approximately 950 kilometers. The driving times are indicated on the timecard. All checkpoints (except secret speed checks) and the start and finish of the special stages are marked in the road book and/or the special stage list. The kilometers indicated on the timecard are GPS values and may differ from your own measurements.
The special stages (WP/RT) are precisely measured based on a calibration route, which can be driven near the hotel in Ybbs before the start of the rally. No sections of freeways or expressways are required. If you choose to drive on these roads, you should affix a valid toll sticker to your competition vehicle.
The start is at 8:01 a.m. on Friday and 8:01 a.m. on Saturday in front of the town hall in Ybbs at the turbine wheel. The finish is at approximately 6:00 p.m. on Friday and approximately 6:00 p.m. on Saturday in front of the city in Ybbs centre

D – DRIVING DISCIPLINE In the interest of the continued existence of the event and the trust placed in us by the authorities, we expressly request that you drive with a conscious and disciplined manner! Each day, several speed checks will be conducted at various points along the rally using the GPS system installed in your car. Unlike previous years, there will be no visual or audible warning in the cockpit!!! In farmyards and detached houses outside the rally area, you should VOLUNTARILY reduce your speed and deliberately drive slowly and be ready to brake. Observe warning signs (for yard crossings and/or warning of children playing) along the route. Always drive in an exemplary manner and avoid excessive noise at critical points. Do not provoke neighbors with unreasonable and loud driving. Please also remember that unexpected events can occur suddenly and adjust your driving style according to your driving skills and the capabilities of your vehicle. Let faster vehicles overtake at the first opportunity and do not impede them. If you "seem" to be a few minutes behind the ideal time, don't despair. The other participants are in at least the same situation! There are plenty of opportunities over the nearly 1,000 kilometers to drive your vehicle "appropriately and sportily" within the permitted limits.

E – ROADBOOK The rally documents (including the roadbook) will be handed out at the rally office on Thursday between 5:00 PM and 6:00 PM and on Friday between 7:00 AM and 8:00 AM. Scrutineering will also take place in front of the hotel. Inspired by the rallies of the 1960s and to facilitate navigation, the roadbook is presented in the form of detailed road maps of varying scales. You will find the route to be driven in the roadbook (ordered by sectors 1-8) on the road maps numbered 1 to xx, with a scale shown at the bottom left. From the start, follow one of the possible roads to the edge of the map indicated by an arrow (OUT) – and leave this map sheet. – Please turn over! On the next page, you'll find an arrow (IN) that indicates the entrance to this map and the rest of the route, up to the next "OUT" – and this will guide you through the entire route to the finish. Multiple maps

Several maps, as well as complex sections passing through towns, have been zoomed in for better readability. The scale of these maps may vary. Any overlaps are coincidental. Always look one or two pages ahead to see what lies ahead—and cross off the map pages you have already completed. This ensures you always know

your location within the landscape and allows you to rejoin the route in an emergency or if you happen to take a wrong turn—even without a trip master!

F – RALLYE ROUTE / CONTROLS Adherence to the route is monitored via passage controls (PC) and special stages (SS), which must be visited in the sequence specified in the roadbook. At the start of each day, you will receive a time card detailing the route and time requirements for the journey from the start to the finish. Additionally, you will receive an SS (special stage) card, which outlines the requirements for each special stage—including opening times, mileage, and target speeds and/or target times. At the beginning and end of each leg, there is a time control (TC), where your start and finish times are recorded via GPS (or entered onto your time card by an official). At an unmanned TC, time is recorded simply by driving across the designated timing point.

At any unmanned control points (TC, start of an SS), you must enter your actual time—rounded to the nearest full minute—onto your time card YOURSELF!

All (unmanned) Time Controls (TC), Intermediate Time Controls (ITC), and Passage Controls (PC) must be passed through "on the fly" at a speed of at least 30 km/h.

1 - PASSAGE CONTROLS (PC) At Passage Controls, your arrival is recorded via GPS measurement—the actual time of passage is not taken into account.

2 - TIME CONTROLS (TC)
2.1 - Timing at TCs is recorded to the nearest full minute. Any deviation—whether plus or minus—from the target time at these checkpoints will result in penalty points. You may only enter a TC during your designated minute.
2.2 - All (manned) Time Controls (TC) are marked with official FIA signs and/or indicated in the roadbook. At these locations, an event official may record the time, which will then serve as your departure time (at the start of a full minute). At unmanned controls, there is no need to hand your time card to a marshal!
2.3 - If multiple vehicles arrive within the same minute, an official at a manned TC may enter a new departure time into your time card.
2.4 - At all unmanned TCs, you must wait approximately 50 meters before the control point (at the position marked by a yellow FIA advance warning sign). You may only enter the TC during your designated minute. (Please refer to the detailed description in the regulations.) Only one vehicle is permitted within the control zone at any given time. This rule must be strictly followed to prevent GPS measurement errors or inaccuracies!

3 - INTERMEDIATE TIME CONTROLS (ITC)
Any Time Control (TC) may be designated as an Intermediate Time Control (ITC) by the rally organizers. You will receive specific instructions regarding this. At these intermediate time controls (ZZK), measurements are taken to the nearest full second—unlike at standard time controls (ZK), where they are taken to the nearest full minute. Proceed as follows at these intermediate time controls: Enter the first intermediate time control and record your passage time—accurate to the second—on your time card. The time interval leading to the next intermediate time control must be maintained with precision to the full second. Each subsequent intermediate time control must also be passed within the specified time (to the nearest full second). Upon reaching the final intermediate time control, you will once again be aligned with the full-minute mark that triggers your departure time for the next standard time control (ZK). From this point forward, the timing reverts to the full-minute standard! Ensure that you pass through all of these intermediate time controls "on the fly" (without stopping) and always at a speed of at least 30 km/h!

Practical tip:

Bei einer eventuellen Vorzeit warten Sie diese an dem imaginären gelben FIA- Schild (mindestens 50 Meter vor dem Kontrollpunkt) ab. Auf freier Strecke oder vor Ortsschildern und um Behinderungen anderer Fahrzeuge zu vermeiden, stellen Sie Ihr Fahrzeug dazu nahe an den rechten Straßenrand.

2.5 – Nur bei einer Verspätung an einer unbesetzten „ZK“ können Sie direkt in die Kontrollzone einfahren und den Messpunkt – ohne Gefährdung anderer Teilnehmer – zügig durchfahren.
Ein vor der Kontrollzone bereits vor Ihnen stehendes und auf seine Sollzeit / Start-Minute wartendes Fahrzeug darf aber nur überholt werden, ohne den Startvorgang des wartenden Fahrzeuges zu behindern.
(Siehe genaue Beschreibung im Reglement)

G – SPECIAL STAGES / “Monte Carlo Start”
The route includes special stages (SS) based on regularity or target-time criteria. These are initiated from a “standing start” under the direction of a marshal and are timed from the starting point to the finish. In these special stages—unlike at time controls (TC)—timing always runs from the start to each respective measurement point (i.e., from A to B, from A to C, from A to D, etc.).
Every measurement point must be passed through. Special stages take place on open public roads; the route is not closed to other traffic!! The start and end of each special stage are precisely defined in the roadbook and/or the special stage list. You must complete the stage from start to finish within the specified target time or at the prescribed average speed. The target times are calculated to ensure that traffic regulations (STVO) can be observed at all times, provided the vehicle is driven appropriately. At the start of a special stage, there is a minimum interval of 30 seconds between consecutive vehicles. This means you will start either on the full minute or on the half-minute! Special stages do not have a fixed start time; therefore, there is no time control at the beginning of an SS. Consequently, you may begin a special stage whenever you wish. The order in which you start a special stage is determined by the sequence in which you arrive at the start zone, regardless of your assigned competition number. Overtaking is prohibited once you reach the start zone (approximately 100 meters before the actual starting point).

1 – Special Stage – “Start Manned” (with event personnel) Where a special stage start is manned, the beginning of this area is indicated by a yellow FIA sign or a series of pylons. Further ahead, you will find a red FIA sign (or a corresponding marker using pylons) where a marshal will signal your departure at the next available full or half-minute. There is no need to hand your time card to the course marshal! You must enter your own start time onto the time card. You will then begin your run either following the instructions of the timekeeper—who may count down the final seconds for you—or based on the time shown on your own timepiece. Delays at the start of a special stage (WP), or spending extra time waiting beforehand, are not permitted and will be penalized according to the schedule of penalty points.

2 – Special Stage (WP) – “Self-Start” In some cases—for example, if a course marshal is unexpectedly absent—a special stage (WP) may have an unmanned start. As with all other special stages, the start and finish points are indicated in the roadbook and/or the special stage map. At an unmanned start, a zone of approximately 50 meters leading up to the start point (marked by a “virtual” yellow sign) must be kept clear. Once you reach this zone, overtaking is strictly prohibited if multiple vehicles arrive simultaneously (similar to the protocol at a yellow FIA sign). Your start time and the distance measurement for the special stage begin at the reference point specified in the roadbook (marked by a “virtual” red sign). From this point, you begin your run—starting from a standstill—at either the top of the minute or the half-minute. These reference points are always located at a clearly visible landmark, such as a sign indicating the start or end of a town or village. In this scenario, you are also responsible for entering your own start time onto the time card; you must then complete the stage while adhering to the prescribed target times or the required average speed until you reach the finish.

3 – Special Stage (SS) – “Window-open” (only upon instruction from the rally management) These stages are driven based on a prescribed average speed. The start and end of the SS are indicated in the roadbook. Entry into the SS zone should be a “flying” entry (without coming to a stop). The start, the finish, and the intermediate timing points are kept secret. When entering a “Window-open” stage, a minimum interval of approximately 30 seconds must be strictly maintained. The time interval at the beginning of a “Window-open” stage is monitored via GPS. Failure to comply with this requirement—resulting in a “start” or “driving in a convoy”—will mean that the SS is considered “not started” for the following vehicles. Simultaneous entry into the SS zone by two or more vehicles is prohibited.

H – TIMING Timing and measurement are carried out continuously via GPS. Before the start, a timekeeper will attach a GPS transmitter to the windshield. This device must remain in this position at all times and be connected to the vehicle’s electrical system for a constant power supply. Switching off the device or losing it will result in penalty points.

1 – Timing points (Time Controls, Intermediate Time Controls, and Passage Controls) are marked in the roadbook, allowing you to identify them well in advance along the route. These timing points must be passed “on the fly” (without stopping) at a speed of at least 30 km/h.

2 - Approaching a timing point too slowly or "skipping" it (as can often happen with light-barrier or pressure-hose timing systems) may trigger an erroneous reading, which will be recorded as a "missed timing point."

3 - You may wait out any early arrival up to approximately 50 meters before a timing point.

4 - Any speed limits encountered along the route or within a Special Stage (SS) must be strictly observed—from the beginning to the end of the restricted zone. This also applies to particularly sensitive areas (e.g., "Caution: Children," passing through farmyards, etc.) as well as any speed limits noted in the roadbook—even if no physical traffic signs are present at those locations. Any violations will, without exception, result in penalty points or disqualification.

5 – Following any speed limit zone, or when passing through or leaving a built-up area (town/village), no timing points will be placed for a distance of at least 1 kilometer.

6 – Each timing point may be passed only once!

7 – Additional Checks – Along the route, there may be designated checkpoints where your vehicle and GPS device can be inspected. Please remain seated in the vehicle and simply open the passenger-side window. In the event of a malfunction, a race official will inspect or replace your GPS device.

I – OPERATING HOURS – SPECIAL STAGES (SS) The start of a Special Stage opens 10 minutes before the scheduled arrival time of the first vehicle and closes 30 minutes after the scheduled arrival time of the last vehicle. The operating hours for each checkpoint are specified. If you arrive outside of these hours (either too early or too late), you will incur penalty points in addition to your Special Stage result.

J – SCORING Scoring is based on reaching passage controls (“PK”) and time controls (“ZK” and “ZZK”), as well as completing special stages (“WP”). In addition, there are speed checks (“GK”). Therefore, ALWAYS adhere to the permitted speed limits!!! Penalty points are awarded for time deviations at time controls (ZK) and special stages (WP), for missing any controls, for traffic violations (breaches of the Road Traffic Act), or for other infractions noted by the rally management. The winner is the crew with the fewest penalty points! Any delays caused to individual participants by agricultural machinery, harvesting vehicles, or other work on the route will not be taken into account. Protests against the official timing are not permitted. Any ambiguities will be clarified by the rally management in consultation with the timekeeper upon request. The winner is the vehicle with the lowest number of penalty points. Overall Classification “CLASSIC 1000 – Rally of the 1000 Kilometers” This includes all points from route controls, speed checks, special stages, and any other penalty points issued by the rally management. In the event of a tie, the better result in the first special stage (WP) will be the deciding factor. If there is still a tie, the vehicle with the earlier year of manufacture will take precedence.

K – Binding information is provided exclusively by the rally management and only in writing. When necessary, it will be posted on the “official notice board,” via the “SPORTITY” app, and/or communicated via SMS and/or WhatsApp! Any verbal information—regardless of who provides it or when—is considered invalid! We wish you a pleasant, exciting, and accident-free drive!

Organizing Committee – Ybbs, October 22nd 2026