

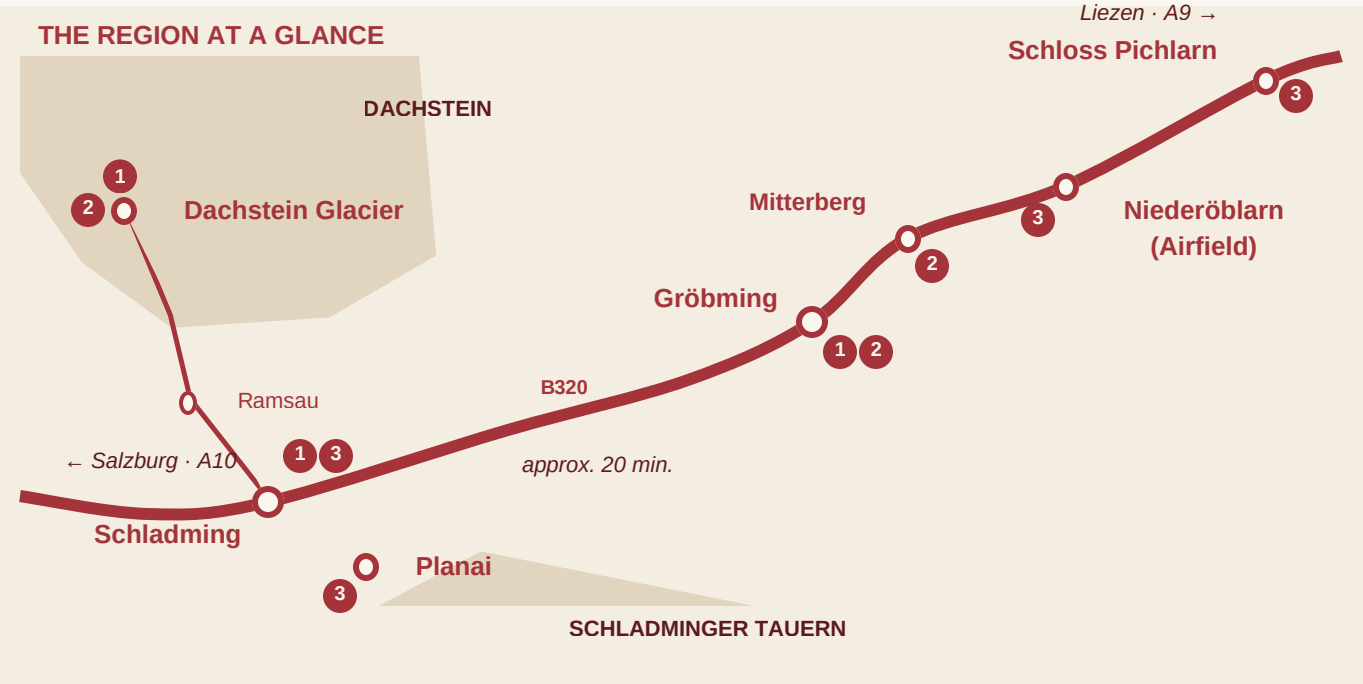
PLANAI-CLASSIC REGULATIONS

As of October 2026

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ROADMAP 2027

Your overview for planning: what happens when, and where? All locations are in the Schladming-Dachstein region in the Styrian Enns valley (Austria). Schladming and Gröbming are approx. 20 minutes apart by car. You will receive the detailed schedule with the Rally Guide.



15 November 2026
Closing of entries – entry confirmations will be sent afterwards.

Early December 2026
Rally Guide sent out with the detailed schedule of all three days.

THU, 14 January 2027 · 1
Schladming
Check-in at Hotel Loy, Gröbming. In the evening start in Schladming for the Dachstein night hillclimb, followed by the opening evening in Schladming.

FRI, 15 January 2027 · 2
Gröbming · Dachstein
Start in Gröbming for the driving day. At midday Dachstein hillclimb with lunch on the glacier. Dinner at Häuserl im Wald, Mitterberg.

SAT, 16 January 2027 · 3
Niederöblarn · Planai
Meeting point at Niederöblarn airfield. Lunch at Schloss Pichlarn, followed by the final hillclimb up the Planai. Award ceremony at the Tenne, Schladming.

Accommodation: The opening evening and the award ceremony take place in Schladming; Friday starts and ends in Gröbming. Both towns are well suited as a base.

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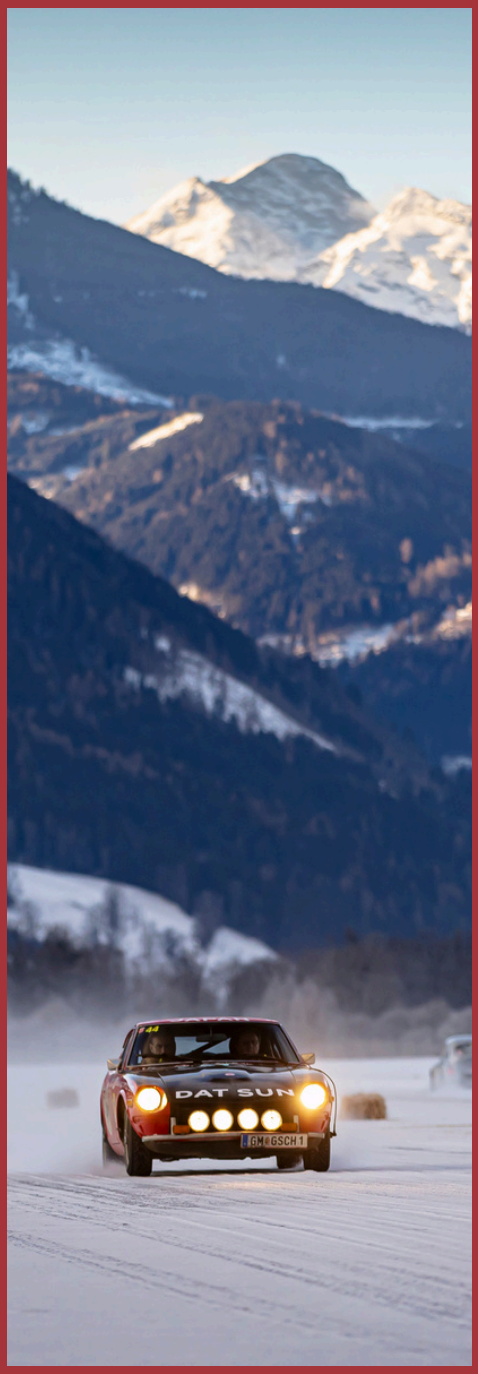
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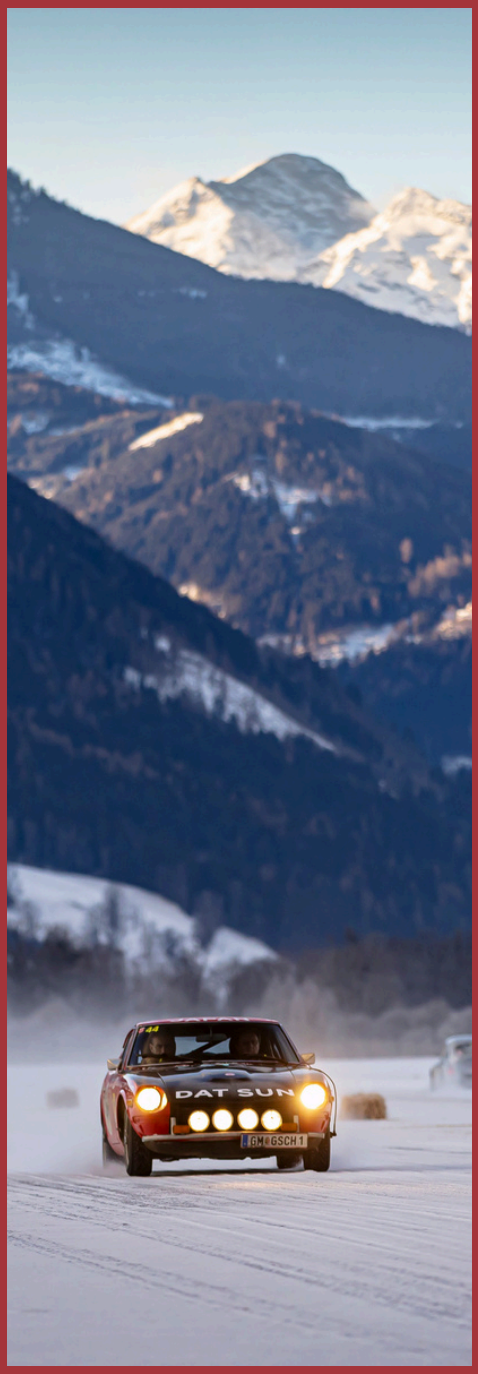
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1) GENERAL INFORMATION

1a) Eligibility for Participation and Selection Process

Eligible for participation are road-legal cars manufactured before the deadline of 31.12.1976. The use of blue license plates (so-called "Probekennzeichen") is only permitted in accordance with the provisions of the Austrian StVO (Road Traffic Regulations). Drivers and vehicle owners are liable for the legal roadworthiness of their vehicles. Eligible for the Planai-Classic are vehicles that can demonstrate a motorsport history and/or are based on the same models in comparable specifications.

Only vehicles in original condition or with modifications that demonstrably correspond to the technical specifications of that time (period specification) are permitted. Conversions must fit the respective era of the vehicle and must have been technically available at the time of initial delivery. Compliance with these criteria will be verified during the scrutineering (technical inspection). A team consists of exactly two persons: driver and co-driver. Teams comprising more than two persons shall compete outside the official rankings. Exceptions may be granted upon prior consultation with the organization.

Teams are obliged to carry snow chains or similar traction aids. Apart from that, the vehicles do not require any special equipment; however, additions such as auxiliary headlights, roll bars, harness belts etc. are very useful and recommended. Furthermore, the use of studded tyres on all 4 wheels is strongly recommended.

GUARANTEED ENTRY for pre-war vehicles (built up to 31.12.1949). The field of participants is limited to 80 vehicles. The StVO applies to the entire route – violations will lead to disqualification!

The eras may shift slightly depending on the number of registrations, but are generally defined as follows:

ERA 1: oldest car – 1949 (pre-war class)
ERA 2: 1950 – 1965
ERA 3: 1966 – 1976

Motorsport is dangerous. The event is designed as a sporting competition. Bringing pets as well as toddlers to the competition is strongly discouraged.

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1) GENERAL INFORMATION

1a) Eligibility for Participation and Selection Process

Participation is subject to a selection process. Teams that register early are part of this process from the outset. Once the available starting places are overbooked by 10 percent, a waiting list is opened. Teams on the waiting list are not considered in the first selection process. If enough registrations drop out of the selection process, the waiting list moves up, with each team being assessed individually. There are no guaranteed mechanisms on the waiting list, for example no guaranteed entry for pre-war vehicles. Registrations that are incomplete or unpaid by the closing of entries are immediately excluded from the selection process.

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1) GENERAL INFORMATION

1b) Entry Fee & Services

The entry fee includes:

• Participation fee for one vehicle (driver and co-driver)
• Competition numbers & starter package, Planai-Classic goodybag
• Roadbook, timing and rally execution
• Three evening events including drinks & catering during the driving days as well as catering along the route

Combined Entry: Book the Planai-Classic 2027 and Ennstal-Classic 2027 as a combined package and save € 400.00

1c) Update of Regulations

• Team: A team consists of exactly two persons, driver and co-driver (see 1a).
• Pre-war class: Vehicles built up to 1949 compete in a separate class with its own overall winner; the Regularity Tests (RT) are scored jointly for all participants (see 1d).
• Eras: The eras have been adapted to the new class structure (see 1a).
• Drop result: Each day, the single worst measuring point (max. 1,000 points) of the Regularity Tests (RT) – average speed is dropped (see 4).

1d) Pre-War and Post-War Class

Vehicles built up to 1949 compete in the pre-war class, all vehicles built from 1950 onwards in the post-war class. The same scoring regulations apply to both classes, and all Regularity Tests (RT) are evaluated according to the same criteria for all participants. At the end of the event, a separate overall winner is determined for each class. Special classifications for individual Regularity Tests (RT), such as the Planai hillclimb, are awarded across both classes, with only one winner in each case. In addition, the era classifications are awarded. The pre-war class corresponds to ERA 1, the post-war class comprises ERAS 2 and 3.
The route is largely identical for both classes, with around 90% of it shared. Only a few sections with very steep gradients, which are particularly demanding for pre-war vehicles, are bypassed by the pre-war class. This protects the vehicles and also helps to keep to the event schedule. As a result, individual Regularity Tests (RT) – average speed are omitted for the pre-war class and are not scored for this class. All other Regularity Tests (RT) are identical for both classes. Details are given in the Roadbook and in the Rally Guide.

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2) ELECTRONICS AND EVENT REGULATIONS

General rule: everything that is not expressly permitted is prohibited. If you have any questions or doubts, please contact the organizer directly at f.gloeckner@ennstal-classic.at.

2a) Clocks & Stopwatches

Permitted:

- Only mechanical clocks, stopwatches, or wristwatches with analog displays (numbers, hands, drag indicators).

Prohibited:

- All digital clocks, stopwatches, or wristwatches, including smartwatches and countdowns with or without audible signals.
- Any radio-controlled watches, even if they have an analog display.
- Additional digital displays or hidden electronic timer functions.

Checks:

- Before the start: Visual inspection of all watches/stopwatches.
- Inspectors may open devices if they suspect prohibited functions.
- Random checks during the rally (red flag).

2b) Trip Counter/Odometer

Permitted:

- Only purely mechanical devices (e.g., Halda Tripmaster/Twinmaster/Speedpilot, GTI Rallye-Twin, Hemo Tripteller, Belmog Twin).
- Exemption Clause for the Preservation of Historical Originality: In justified individual cases, the organizer may grant an exemption upon written request, provided that the preservation of the vehicle's historical integrity requires it. This applies exclusively to vehicles of outstanding historical significance where the installation of a mechanical auxiliary device would require an irreversible intervention into the original substance or is technically unfeasible due to rare technical specifications of the original condition. In such cases, the use of an electronic device may be permitted to preserve the vehicle's authenticity. Vehicles with such an exemption participate in the event as usual, but remain excluded from the classification for the top three positions (podium finishes) in both the overall standings and the respective era classifications.

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2) ELECTRONICS AND EVENT REGULATIONS

Prohibited:

- Any electronic devices with LED/LCD displays or analog displays
- Electronic or electromechanical devices with speed sensor cables that electronically control mechanical counters (e.g., Retrotrip).
- Programmable or wireless devices connected to the vehicle.
- Devices whose display is based on electronic sensors (wheels, transmission, differential), e.g., bicycle computers.
- Electronic average speed tables, average speed meters (e.g., type SW-01), notebooks, handhelds, tablets, smartphones, GPS devices.
- Devices with hidden memory or computing functions.
- Aids such as tire pressure indicators that transmit information via radio/Bluetooth.

Checks:

- Visual inspection of all devices, opening if necessary in case of suspicion.
- Sealing and decommissioning of prohibited devices during the technical inspection.
- Marking or photo documentation before the start.
- Random checks during the rally.

2c) Revolution Counter & Speedometer

Permitted:

- Standard and period-correct analog instruments.
- Electronic pulse-controlled revolution counters, provided they offer no functions that assist in average speed driving (e.g., shift-point indicators).
- Standard digital displays if they remain in their original, unmodified condition.

Prohibited:

- Any electronic instruments (digital or analog) that include shift-point indicators or any other features designed to assist in average speed driving.
- Electronic speedometers in any form.

Checks:

- Photo documentation and visual inspection before the start of the rally.
- Suspicious additional devices must be removed or approved by the inspector.
- Random checks during the rally.

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2) ELECTRONICS AND EVENT REGULATIONS

2d) Studs, Ropes & Chains

Permitted:
• Commercially available road studs in accordance with StVO §5 with DOT and E marking.
• Winter tyres that have been fitted with commercially available studs by the participant, as long as the stud length complies with the StVO regulations
• Hemp ropes and chains without restriction (mandatory to carry)

Checks:
• Before the start: visual inspection, measurement of the stud length.
• Marking of the tyres for checks during the rally.
• Participants must present their studded tyres at the rally check.

2e) Mobile Phones during the Event

Participants are of course permitted to use their mobile devices during the event for filming, checking results, making phone calls, etc. However, fixed installation in the cockpit during the entire event is not permitted. Furthermore, it is prohibited to use the phone during Regularity Tests (RT). If it is used, penalty points will be awarded, as the organizer must assume that it was used to stop the time.

2f) Advertising on Vehicles

- Vehicles must be free of advertising stickers.
- Any stickers not related to the event must be approved in advance by the organizer.
- Any competition numbers not provided by the organizer must be removed or covered with tape.

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3) TIMEKEEPING

3a) General Information

Scoring is based on a points system: the fewer points, the better. The official RALLY TIME of the organizer applies. NO objections to the mileage can be made. Depending on the type of Regularity Test (RT), the timing system consists of GPS, transponders and/or light barriers/hose. Cameras are only used as a backup. In the Regularity Test (RT) – average speed, GPS is used to time to the nearest tenth of a second: 1/10 sec deviation = 10 points. In the Regularity Test (RT) – timing, with light barriers/hoses or transponders, to hundredths of a second: 1/100 sec deviation = 1 point. The chief timekeeper and a protest committee are available after each day to answer questions about the evaluation. Only then are the official results finalized – subsequent objections are no longer possible.

Uniform average speed for all eras in the Regularity Tests (RT) – average speed during the legs. The specified average speeds will be handed out on the respective day with the Regularity Table, including the target times for the Regularity Tests (RT) – timing of the day. Expect average speeds between 30 and 50 km/h. The exact average speeds to be expected are announced in the Rally Guide.

3b) Roadbook

The Roadbook is handed out before the event and covers the entire route of the event. The Roadbook is read from bottom to top. The Regularity Tests (RT) are marked in the Roadbook; any exceptions are set out in the Rally Guide. The average speeds and times are not included in the Roadbook but are given on the separate Regularity Table. The Regularity Table is handed out each morning before the start and covers the entire day. The starting card is also a supplementary document to the Roadbook.

3c) Rally Guide

Shortly before the rally, you will receive the Rally Guide, which provides a concise summary of the regulations as well as the most important information regarding the event program. You will also receive a printed copy at the event. This printed version contains the descriptions and graphics of the Regularity Tests (RT) – timing. Please always carry the Rally Guide in the car as a supplement to the Roadbook.

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3) TIMEKEEPING

3d) Time Controls TC and Checks PK

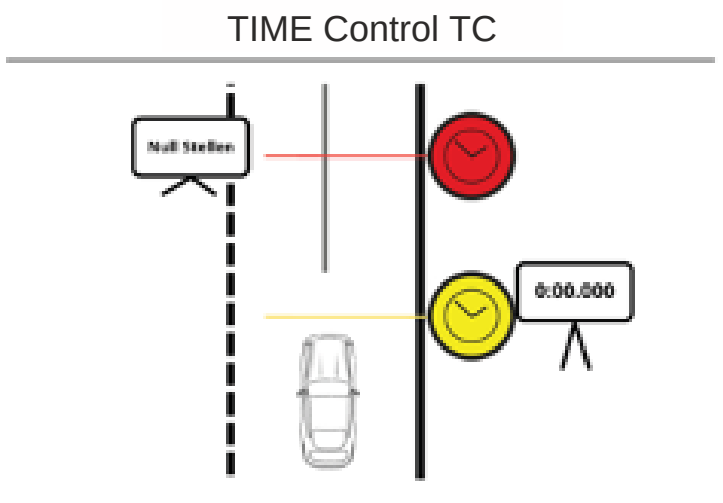
At the time controls (TC), the cars start at one-minute intervals. Your start time is printed on the starting card. A TC is marked by a yellow clock symbol (entry) and a red clock symbol (exit); the time is taken at the red clock symbol. You may wait before entering the yellow clock symbol. At your assigned time according to the starting card (e.g., 09:04:00), a time window from 09:04:00 to 09:04:59 opens, during which you must enter the 20-meter zone. Stopping within the 20-meter zone, between the yellow and red clock symbols, is prohibited. The trip counter must be set to zero when crossing the line at the red clock symbol.

The start and driving times are noted on the starting card. Any break is already included in the specified driving time; if this is the case, the theoretical break is also noted on the starting card. If “free entry” is marked on the starting card (usually in the evening at the finish), the entry is not bound to a time. No times are entered into your starting card by the timekeeper; the exit time at a TC is recorded exclusively digitally.

What to do in case of delay: If you are delayed at the start of a TC, you may join the queue at the same start time as another participant and start in the same minute, without hindering the participant who starts at their regular time. The arrival time is then calculated independently based on this new start time. If you can make the next start time specified on the starting card again, you must do so!

Checks (PK) are not time-bound; here, only the correct passage is checked by means of stamps and/or GPS. Secret Checks can be taken on the route by means of GPS.

TCs/RTs/Checks close 15 minutes after the regular arrival time of the last starter.
In case of withdrawals, gaps will not be filled. Consequently, the starting intervals remain the same on all 3 days.



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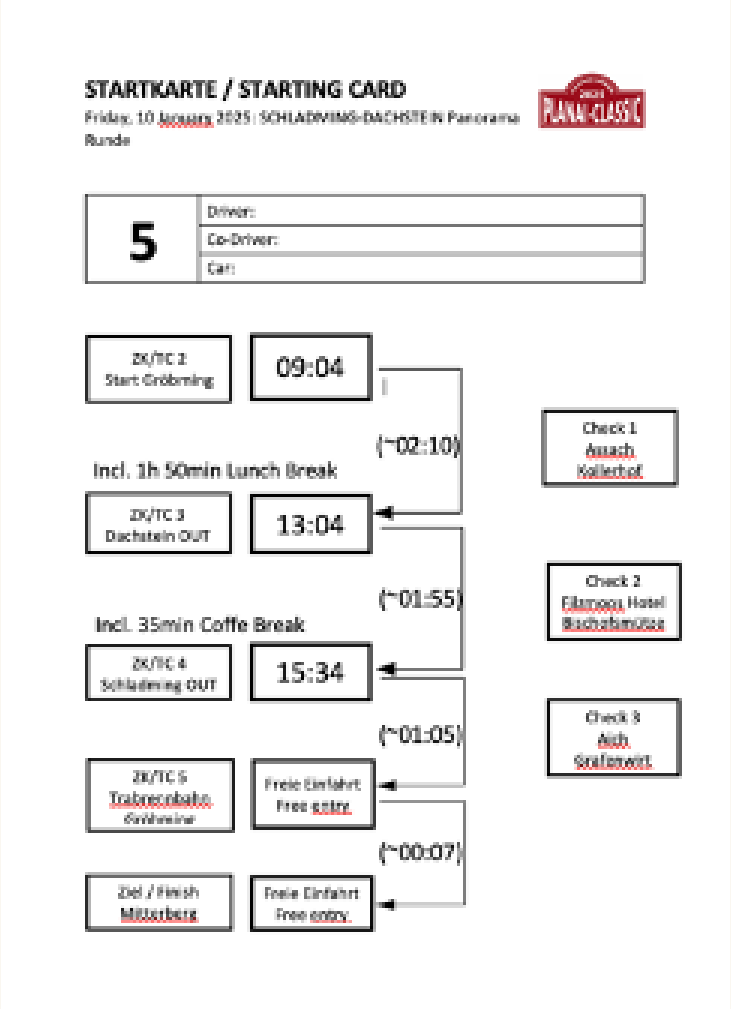
3) TIMEKEEPING

3e) ITC – Interim Time Control

ITCs are a special form of the normal time controls (TC). A time and position in the roadbook are announced on the starting card. The precisely defined waypoint along the route must be passed by the participant within the correct time window (1-minute window, same as at the start of a TC). The exact minute must be calculated by the participant and entered on the starting card. There are no special markings for ITCs, and no staff member will be on site. However, the waypoint will be clearly identifiable in the roadbook by means of a landmark (e.g., town sign, traffic sign, etc.). Time is measured using GPS; the GPS window around this landmark is approximately 1 meter wide. Please wait for possible early times far enough away from it and do not obstruct other participants or public traffic.

3f) Starting Card

The starting card is handed out at the beginning of the rally and contains the individual legs and their distances/times as well as any Interim Time Controls (ITCs) and Checks (PKs). It also shows the start times of the respective TCs, whether there is “free entry”, and the calculated breaks. If the window for a TC is empty, the next start time is calculated and entered by the participant based on the specified driving time. In addition, the Checks (PKs) are stamped on the starting card. It is the responsibility of the participants to ensure that the starting card is handed in at the finish.



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3) TIMEKEEPING

3g) Regularity Table

The Regularity Table will be issued to participants each day before the start. It contains all average speeds for the Regularity Tests (RT) – average speed as well as the target times or information on where the target times are displayed. Any Bulletins (= short-notice changes to Roadbook or Rally Guide) will also be handed out with this Regularity Table (note: usually printed on the back!).

3h) Regularity Test (RT) – average speed

The specified average speeds will be distributed at the start in the form of a Regularity Table. Regularity Tests (RT) – average speed are measured using the GPS measuring system installed in the car. The stages are marked in the roadbook with "WINDOW OPEN" and "WINDOW CLOSED". Entry into "WINDOW OPEN" is not time-bound; "WINDOW CLOSED" means the end of the stage. Expect several GPS measuring points in one stage. References to measuring points in the roadbook refer exclusively to the kilometre marking, not to GPS points (time measurement). The first measuring point after "WINDOW OPEN" is possible after 200 metres at the earliest. The last measuring point can also be identical to "WINDOW CLOSED", but "WINDOW CLOSED" should not be set at a stop sign, priority sign, junction, etc. Changes of the average speed can be incorporated during the stages. In this case, both sections are marked as separate stages. The "WINDOW CLOSED" of the first stage is also the "WINDOW OPEN" of the following stage. In this case, too, the first measurement is after 200 metres at the earliest.

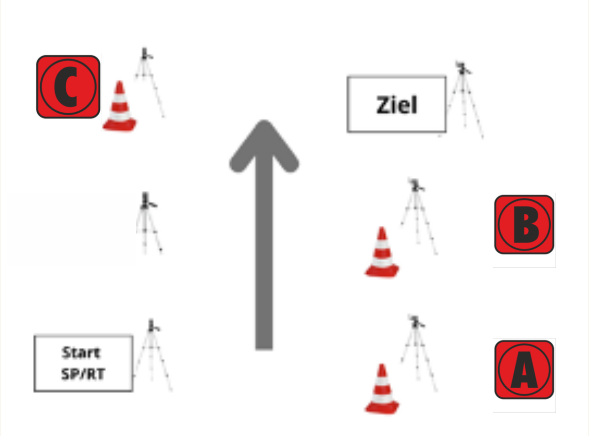
3i) Regularity Test (RT) – timing

Measuring points in Regularity Tests (RT) – timing can be taken using light barriers, hose or transponders. In all cases, measurements are accurate to 1/100th of a second. Target times (and any target/minimum speeds) are issued at the start with the Regularity Table. If the target time for a Regularity Test (RT) – timing is only announced on site at the start, this is also noted on the Regularity Table. Measuring points are marked according to the definition (see illustration). In addition, a camera is positioned in front of or behind the measuring point so that every trigger can be traced; it is not marked and is not relevant for you as a participant. There may be several measuring points in a timing stage. The measuring points are named alphabetically, i.e. measuring points A, B, C, … see sketch. The Regularity Table also indicates which measuring points the specified target times refer to. For example, there are the possibilities of measurements A-B and B-C, A-B and A-C or A-C and B-C.

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3) TIMEKEEPING

Please note any specified target or minimum speed! If a Regularity Test (RT) is started by a clock, this means that its time starts running as soon as the countdown is complete (every minute). The start is therefore not linked to passing a specific point. There is also the option of a traffic light start. In this case, the traffic light turning green is the trigger signal. Stopping within sight of the light barrier is not permitted! On hillclimbs and circuits, stopping may be completely prohibited, depending on the information in the roadbook or Rally Guide.



3j) Targetspeed and Minimumspeed

These can only occur in Regularity Tests (RT) – timing, i.e. in tests with visible measuring points. If a target speed is specified for a light barrier, this speed must be achieved with an accuracy of +/- 5 km/h, otherwise points will be awarded according to the scoring system. The measurement is taken by an additional, unmarked light barrier 3-10 metres in front of the light barrier. If a minimum speed is specified, the setting is the same, but the specified minimum speed must not be undercut. Exceeding the speed is permitted in this case.

3k) Circuits and Airfields

Measurement is carried out using a transponder on the car and a loop in the ground. Please keep in mind that you trigger the timing at the height of the transponder, not with the front of the vehicle. The required driving mode is specified in the roadbook and in the Rally Guide. Measuring points are marked according to the definition. Pay attention to any specified target or minimum speed!

3l) Hillclimbs

Hillclimb stages such as the Planai hillclimb and the Dachstein are categorized as Regularity Tests (RT) – timing. While these routes are secured, they are not 100% closed like circuit stages. Please remain vigilant for spectators and possible wildlife on the track.

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3) TIMEKEEPING

3m) Procedure of a Leg

This serves as an example to clearly illustrate the procedure of a leg and to explain how the different types of scoring interact.

LEG 1 overall time: 2h 20min						
Time Control TC1						Time Control TC2
Start Leg 1	Regularity Test - average speed	Regularity Test - average speed	Regularity Test - timing	Regularity Test - average speed	Lunch Breake	Start Leg 2
09:00:00-09:00:59						11:20:00-11.20:59
Kilometer 1	KM 25		KM 50		KM 75	Kilometer 1

Each leg starts with a time control (TC) time, which is specified on the starting card. In this example, the vehicle starts the leg at TC 1 in the minute window 09:00:00 – 09:00:59. Along the route, Regularity Tests (RT) – average speed take place, which begin at "WINDOW OPEN" and end at "WINDOW CLOSED" as indicated in the roadbook (see 3h). There is no specified entry time for these stages. They take place primarily in open traffic and are recorded via GPS; therefore, there are no markings or staff members along the route. Between these stages you drive freely.

When you reach a Regularity Test (RT) – timing, the start takes place in order of arrival of the participants, unless the roadbook specifies a start according to starting numbers. Regularity Tests (RT) – timing are always conducted with visible measuring points. Pay attention to the order of the measuring points required for the specified target times (see 3i). These target times can be found either on the Regularity Table, or the mode is described in the roadbook, for example when the time is set by the participants themselves.

The overall driving time for each leg is calculated in such a way that it can be completed while driving the required Regularity Tests (RT) – average speed and timing and complying with road traffic regulations. Scheduled breaks such as coffee stops or lunch are indicated on the starting card. Extraordinary stops such as repairs or refuelling are not included; however, you may use the planned breaks to reach the next TC on schedule again. At the start of TC 2, the trip counter is reset to zero when passing the red clock symbol, thus beginning the new leg.

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4) SCORING SYSTEM

The maximum number of points for each measurement in a Regularity Test (RT) is limited to 1,000. Omitting a Regularity Test (RT) is penalized with the maximum possible number of points. It is also possible to be awarded negative points.

In Regularity Tests (RT) – average speed, a deviation of 1/10 sec equals 10 penalty points. In Regularity Tests (RT) – timing, a deviation of 1/100 sec equals 1 penalty point.

VIOLATION	POINTS
Missing a time control TC or Check PK	1000
Missing a secret Check	500
Exceeding the specified number of laps in a Regularity Test (RT) (per lap)	500
Failing to meet target speed (deviation outside +/- 5 km/h tolerance) or falling below minimum speed	150
Failure to comply with the time window at the time control (too early or too late)	300
ITC, missing the 1-minute window	300
Stopping in a Regularity Test (RT) within sight of the measuring point	200
Stopping in a TC zone (between yellow and red clock symbol)	200

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4) SCORING SYSTEM

VIOLATION	POINTS
Violation of the electronics regulations	5000 to DSQ
Failure to follow organizational instructions or gross misconduct (reckless driving, ignoring a red flag, etc.)	up to 5000
Lost roadbook	200
Lost starting card	200

Drop Result

Each day, the single worst measuring point (max. 1,000 points) of the Regularity Tests (RT) – average speed is dropped, e.g. to compensate for obstructions caused by public traffic.

Hillclimbs

VIOLATION	POINTS
Exceeding the maximum time of 30 minutes on the Planai and Dachstein hillclimbs	2000

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5) COMMUNICATION

Throughout the event, official communication with participants takes place via the documents provided at check-in, the Bulletins and Regularity Tables issued prior to each start, and the Sportity App. In addition, there is an informal WhatsApp group for exchange between the teams (see 5d).

5a) Infomails

Following the closing of entries, you will receive a formal confirmation of your starting position. Subsequently, consecutively numbered information emails (Infomails) will be sent. It is mandatory to read these emails carefully, as they are used to request essential details and provide binding information.

5b) Check-In

Check-in at “Hotel Loy Gröbming” (Loyplatz 1, 8962 Gröbming) is your mandatory first stop on the Thursday of the event week. There, you will receive all essential documents for the rally (including the Roadbook, calibration route details, starting cards and goodybag).

5c) Sportity App

All documents and relevant information are provided digitally via the Sportity App. It is mandatory to activate push notifications. Updates and warnings regarding potential obstacles on the route are uploaded continuously via this channel. You will receive a separate email with detailed instructions on how to install and use the app.

5d) WhatsApp Group

For informal exchange and networking between the teams, there is a WhatsApp group that you are welcome to join. Please note: no official information is shared via this group. Only the Infomails, the documents handed out at check-in, the Regularity Tables and the Sportity App are binding.



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6) SERVICE TEAM

6a) Service Team

Throughout the entire event, a dedicated service team is available to assist participants in the event of technical breakdowns. Coordination of this team is handled exclusively by Rally Control once a breakdown has been reported via the designated hotline. Please note that while the team works diligently, waiting times are to be expected.
Pace Cars are also deployed within the field. They mainly serve organizational purposes, but also carry tow ropes and other aids in order to assist in the event of a breakdown.

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7) MISCELLANEOUS

7a) Liability

The organizer assumes no liability for personal injury or property damage that may occur during the event. Drivers are solely responsible for all civil and criminal consequences of their participation. The road traffic regulations apply throughout the entire route!

7b) Cancellation

In the event of a cancellation after confirmation of entry, for any reason, 50% of the entry fee will be refunded until December 1, and 25% until December 15. After this date, the organizer retains the full entry fee.
We recommend taking out travel cancellation insurance!
The refund process includes a fixed administrative fee of € 75.00.

7c) Participant Data Protection

For the purpose of event management and promotion – specifically in start lists, result lists and the program book – the names of the driver and co-driver with nationality, as well as the exact description of the classic car including a photo, will be made public.

For newsletters and press releases, these data will be made publicly accessible. Photos of the cars provided to us in advance of the event will be used for this purpose. Photos or videos by accredited photographers that are publicly available on the website (Zenfolio image gallery) will also be used for social media channels such as Facebook, YouTube, Instagram, Twitter, as well as for press releases, news articles, brochures and similar publications. The photo and video rights belong to Ennstal-Classic GmbH. By registering, you accept the data protection and participation terms.
Additionally, the Ennstal-Classic online privacy policy can be found here: **Privacy Policy**

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8) ENNSTAL-CLASSIC EVENTS

We are very much looking forward to welcoming you to our events! If you have any questions regarding participation, sponsorship opportunities or technical matters, please do not hesitate to contact us!

Planai-Classic 30th Edition

14–16 January 2027
Vehicles built up to 1976

https://www.ennstal-classic.at/de/planai-classic-winterabenteuer-fuer-oldtimer-fans/



Next Gen Drive 1st Edition

May 2027

More infos coming soon!

Ennstal-Classic 35th Edition

21–24 July 2027

https://www.ennstal-classic.at/de/das-event/

