



8. bis 10. January

# RALLY GUIDE



# Time Keeping | Generell Infos



## Timekeeping

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- Scoring is based on a points system:
- The fewer points scored, the better the result
- Each deviation of 1/100 of a second results in 1 penalty point
- The official RALLY TIME of the organizer is binding
- No objections may be raised against the distance measurement
- Depending on the type of Regularity Test , the timekeeping system consists of GPS, transponders, hoses, or light barriers
- Cameras are used for backup purposes only
- In Regularity Tests - Average speed is carried out via GPS to tenths of a second
  - 1/10 second deviation = 10 points
- In Regularity Test - timing, using light barriers or transponders, timing is measured to hundredths of a second:
  - 1/100 second deviation = 1 point
- For any questions regarding the evaluation, the chief timekeeper is available after each day of competition
- Only after this consultation are the official results finalized – subsequent objections are no longer possible

## Average Speed

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- A uniform average speed applies to all Eras in the Regularity Test - average speed
- The average speeds for each day can be found on the Regularity Table, handed out at the start of each day. Please expect the following target speeds: 30, 33, 35, 38, 40, 45, 50 km/h
- The maximum length of a regularity test is 8.6 km
- Abbreviations:
  - RT = Regularity Test (average speed and timing)
  - PK = Check
  - TC = Time Control
  - ITC = Intermediate Time Control
  - RB = Road Book
  - LS = Light barriers or hose measurements

### **What is close to our hearts!**

**Please adhere to the Austrian road traffic regulations along the entire route.**

**Public acceptance is still present; however, critical voices are becoming increasingly louder.**

**In order to be able to enjoy and practice our wonderful hobby for many years to come, we kindly ask you to drive with care and consideration.**

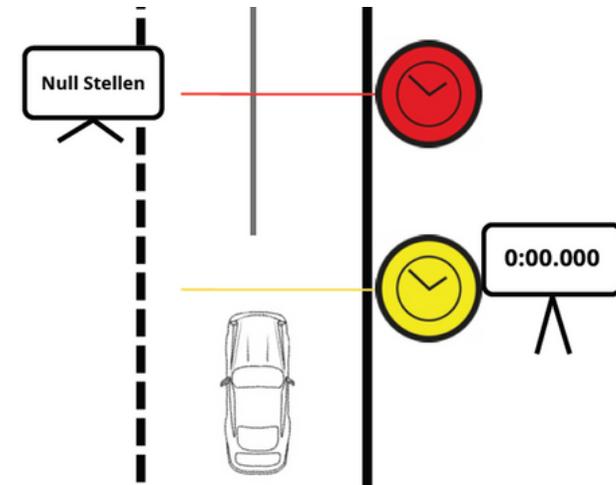
# Time Control (TC)



## Procedure

- The start interval is 60 seconds
- The starting card only shows the fixed start times and the driving times. If a time window on the starting card is left blank, the next arrival/start time must be calculated by the crew based on the driving times and entered accordingly
- A time control (TC) is marked by a yellow clock symbol and a large clock display (pre-start). Waiting in front of this point is permitted, provided that no other competitors are obstructed when entering
- At the scheduled time at a TC, a time window opens – for example 18:21:00–18:21:59 – within which the 20-meter zone must be entered. Stopping inside this zone is not permitted. Time measurement takes place at the exit, marked by the red clock symbol
- When crossing the exit line (red clock symbol), reset the trip counter to zero – this marks the start of a new stage
- Checks (PK) are not time-bound; the starting card will simply be stamped
- Please also expect secret checks that are not listed in the road book

## Layout (TC)



## What to do in case of delay

- Competitors arriving late may line up at the same time as another participant and enter the time control (TC) zone, provided that no other vehicle is obstructed
- They must then calculate their next arrival time themselves, starting from their self-recorded minute of delay. Catching up within a TC is not permitted
- Scheduled breaks may be used to compensate for delays.
- Fixed start times printed on the start card should be adhered to again, provided that the delay can be compensated for by the breaks specified by the organiser
- Time Controls (TCs), Regularity Test (RT's), and Checks (PKs) close 15 minutes after the arrival time of the last starting number

# Interim Time Control (ITC)



## Procedure

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- Special Form of Time Control
- Information regarding Interim Time Controls (ITCs) can be found on the starting card, in addition to the road book
- Along the route, there are precisely defined waypoints which must be passed at a specific time
- The exact minute – handled in the same way as a normal Time Control (TC) – must be calculated independently using the information on the starting card and entered there accordingly
- At the location of an Interim Time Control, there are no special markings and no staff member present; however, the waypoint will be clearly and unambiguously described
- Timing is carried out via GPS
- If arriving early, please wait at a sufficient distance from the waypoint
- Please do not obstruct other participants or other traffic

# Regularity Test (RT)



## Regularity Test (RT) - average speed

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- The specified average speeds will be distributed at the start in the form of an Regularity Table
- In Regularity Test - average speed, timing is carried out using the GPS measurement system installed in the vehicle
- Regularity Tests - average speed windows are marked in the road book as “WINDOW OPEN” and “WINDOW CLOSED”. Entering “WINDOW OPEN” is not time-bound; “WINDOW CLOSED” marks the end of the test
- Please expect multiple measurement points within the Regularity Tests. Any references to measurement points in the road book relate to distance (kilometrage) only and not to GPS timing points
- The first measurement point after “WINDOW OPEN” will be no earlier than 200 meters after entry
- The maximum length of a special stage is 8.6 km; changes in average speed may occur

## Minimum- and Target Speed

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- Applicable to Regularity Tests - timing only if a target speed is specified at a visible measurement point, this speed must be maintained within a tolerance of  $\pm 5$  km/h. If a minimum speed is specified, it must not be undercut. Failure to do so will result in penalty points according to the points catalogue. Measurement is carried out by a light barrier positioned 3–10 meters before the finish light barrier

## Regularity Test (RT) - timing

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- Target times, including minimum and target speeds, are handed out at the start with the Regularity Table
- Regularity Tests - Timing are measured using light barriers/hoses/transponders. Measuring points are marked as defined. Please note any specified minimum/target speeds
- When checking the target times, pay attention to which measuring points they refer to. Stopping within sight of the light barriers is prohibited
- If an Regularity Test - timing is started by a clock, this means that your time starts running as soon as the countdown is complete (at every full minute). The start is therefore not linked to crossing a specific point. The same applies to traffic light starts

## Closed Tracks/Hillclimbs

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- These are considered as Regularity Test - timing , see above
- If transponders are used for measurement, please keep in mind that you do not trigger the timing with the front of the vehicle, but at the height of the transponder
- The mode to be driven is specified in the Roadbook and/or in the Rally Guide. Measuring points are marked as defined.

# Other Rallydocuments



## Starting card

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- The starting card is issued at the start of the rally and contains information on the individual Legs, time controls TC, and Interim time controls ITC
- The starting card specifies your timing for the entire day and should always be kept handy in the cockpit
- Checks PK are stamped on the starting card
- The starting card is to be handed in at the finish line – this is the responsibility of the participant

## Roadbook

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- The Roadbook will be handed out at the start of the event and will guide you through the entire event
- It contains the entire route, as well as all Regularity Tests, time controls and Interim Time Controls
- The starting card and the Regularity Table are supplementary documents to the Roadbook

## Regularity Table

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- The Regularity Table is handed out each day before the start
- Contains information about the average speeds and target times
- Contains information about any minimum or target speeds
- Contains any implementation regulations

## Calibration Route

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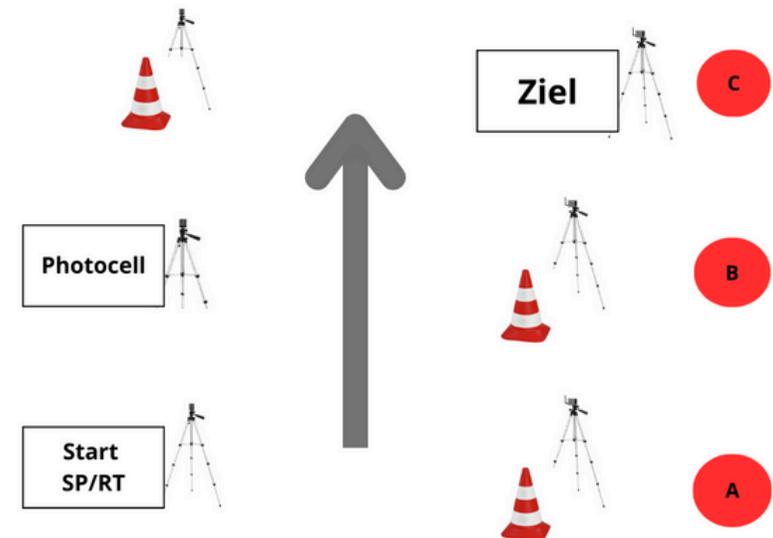
- Will be handed out at the Check-In in Gröbming
- Start Calibration Route:



# Signage for a Measuring Point



- Visible measuring points are marked with either 'Photocell', "Start" or 'Finish'. There is a sign on one side at the same height as or behind the measuring point. Additional marking is provided by an orange cone opposite
- For measurements with minimum/target speed, there is another measuring point 3-10 metres in front of the time measuring point. This area is marked with blue cones
- There is a camera behind or in front of the measuring point to ensure that every trigger is traceable. This is not marked and is not relevant for you as a participant
- Loops for transponder measurements on circuits are also marked by photocell boards
- The start of a Regularity Test - timing is signalled either by a timekeeper, a green light or a clock every 60 seconds



# Points Catalogue



The maximum number of points for each measuring point in a Regularity Test is limited to 1000. Depending on the number of measurements in an Test, several thousand points can be achieved. Skipping a Regularity Test (or driving too few laps) will result in the maximum possible number of points being deducted.

Offence	Points
Stopping in a stage within sight of the measuring point	200
Missing a Time Control TC or Check PK	1000
Missing a secret Check	500
Exceeding of the prescribed number of laps in a Regularity Test (per lap)	500
Exceeding the maximum running time of 30 minutes in the <u>Planai</u> or Dachstein hill climbs	2000
Failing to meet the target speed requirement (outside the tolerance of $\pm 5$ km/h), or undercut the minimum speed	200
Failure to comply with the one-minute window at a time control (too early or too late)  500	500
Failure to hit the one-minute window at an Interim Time Control ITC	300
Unlawful recovering a delay at a time control	1000
Stopping in a TC zone (between the yellow and red clock symbol)	250
Violation of the electronic regulations	5000
Failure to follow staff member or gross misconduct (e.g., rude driving, ignoring a red flag)	up to 5000
Lost Starting Card	200
Lost Roadbook	200

## Accreditation Hotel Loy

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- Hotel Loy in Gröbming
- 09:00 - 14:00



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- Stromhaus Gröbming
  - 09:30 - 14:00



## Roadbook distribution

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- Schladming Mainsquare
- Starting at 14:30
- Vehicles may be parked on the main square. Please follow the parking order according to your start number



# Timetable of the Event



## Day 1 Thursday, 08. January

**09:00 – 14:00**

**Check-In - Accreditation** | Hotel Loy, Loyplatz 1 and **Rallye-Check by DEKRA (9:30)** | Stromhaus, Gewerbepark Gröbming (opposite the entrance Gröbming EAST) During scrutineering, the GPS boxes will be installed and you will receive your start numbers. Together with your rally documents, you will receive the Rally Guide as well as the starting cards for all three days.

The **start of the Dachstein Prologue** will take place at Schladming Main Square. Driving time from Gröbming: approx. 25 minutes.

The **Roadbook** for all three days will be handed out on site (Main Square Schladming) from 14:30.

**16:00 Start of the first car at Schladming Main Square.**

After the finish of Regularity Test 1 (RT1), the field will proceed together on a convoy drive back to Schladming for the Opening Evening at Sporthotel Royer.

## Day 2 Friday, 09. January

From **08:30 Start line-up** at Gröbming Main Square. Access is via the Stirling Moss Roundabout. Here you will receive the Regularity Table for the day at the level of “Café Wieser” on the main street.

**09:00 Start of the 1st Leg of the day.**

With 11 Regularity Tests, including a timing test at Schladming-Dachstein Golf Course, the route leads to the lunch stop at 2,700 metres above sea level at the Dachstein Glacier Restaurant.

The **start of the 2nd Leg** takes place at the Dachstein parking area, from where the route continues through Salzburg State and another golf course Regularity Test back to Schladming.

After a coffee stop at Schladming Main Square, the rally continues with the night leg back to Gröbming, where the next highlight awaits you: the Night Challenge at the Trotting Track. Here you will have time to enjoy the show programme, and after the Regularity Test the day concludes with dinner at Hotel Häuserl im Wald, located in Mitterberg.

## Day 3 Saturday, 10. January

**Important Notice:** The start of the first Regularity Test (1st Heat) at Niederöblarn Airfield is at **07:40** (first car).

The Time Control (TC) start will take place only before the 2nd Heat.

At this point, you will receive the Regularity Table for the day. The rally then continues towards IMLAUER Hotel Schloss Pichlarn, where a Winter BBQ awaits you.

From **11:30 Start of the final leg** towards Planai, including another Regularity Test at Niederöblarn Airfield.

At **Planai Mid Station** (Kessleralm), the two runs of the Planai Hill Climb will start, each consisting of three timing measurements.

- 1st Run: Declaration of a self-selected target time
- 2nd Run: Repetition of the declared time

**Start of the first run: approx. 13:00.**

After completion of the second run and a stop at Planaihof, the field will be led by the pace car at 17:00 to Planet Planai (valley station).

Parking is available in the Planai parking garage. The award ceremony and the subsequent dinner will take place from 17:30 at “Hohenhaus Tenne - WM Saal”

# Roadmap



Thursday, 08.1.	Start	Finish	km	Miles	Driving time
Prolog	TC1 Schladming Hauptplatz	Dachstein Toll	15,81	9,82	00:30

Friday, 09.1.	Start	Finish	km	Miles	Driving time
1. Leg	TC2 Start Gröbming	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 Trabrennbahn	Finish Mitterberg	5,00	3,10	00:08

Saturday, 10.1.	Start	Finish	km	Miles	Driving time
5. Leg	TC 6Start Niederöblarn	Schloss Pichlarn	30	18,6	00:50
6. Leg	TC7 Schloss Pichlarn	Finish Planai Mitte	46	28,32	01:10

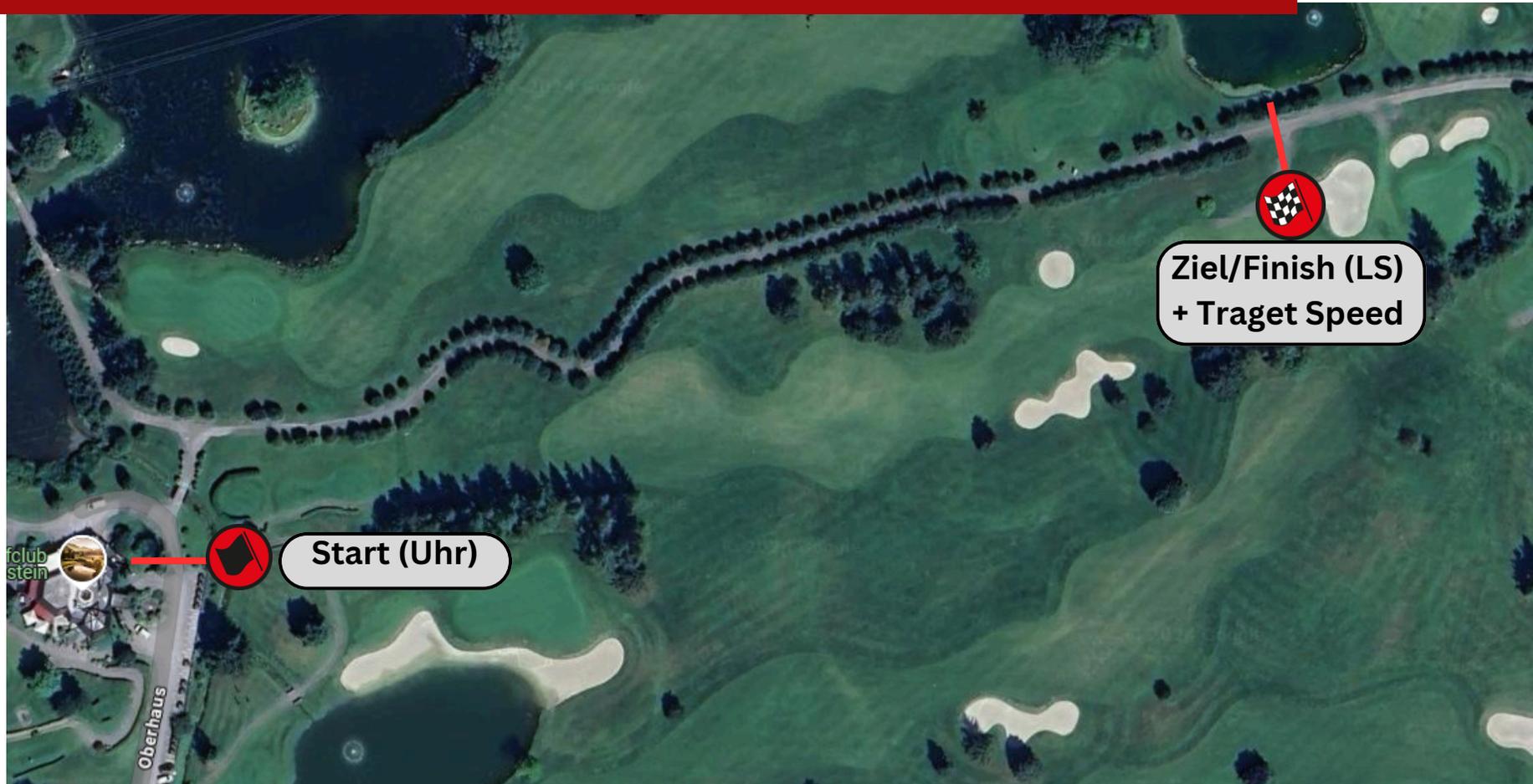
# SP/RT 1 Dachstein Prolog

## RT Infos

- Scoring
  - A-B
  - B-C
- All three measurements are taken by light barriers
- Target times will be displayed at the start

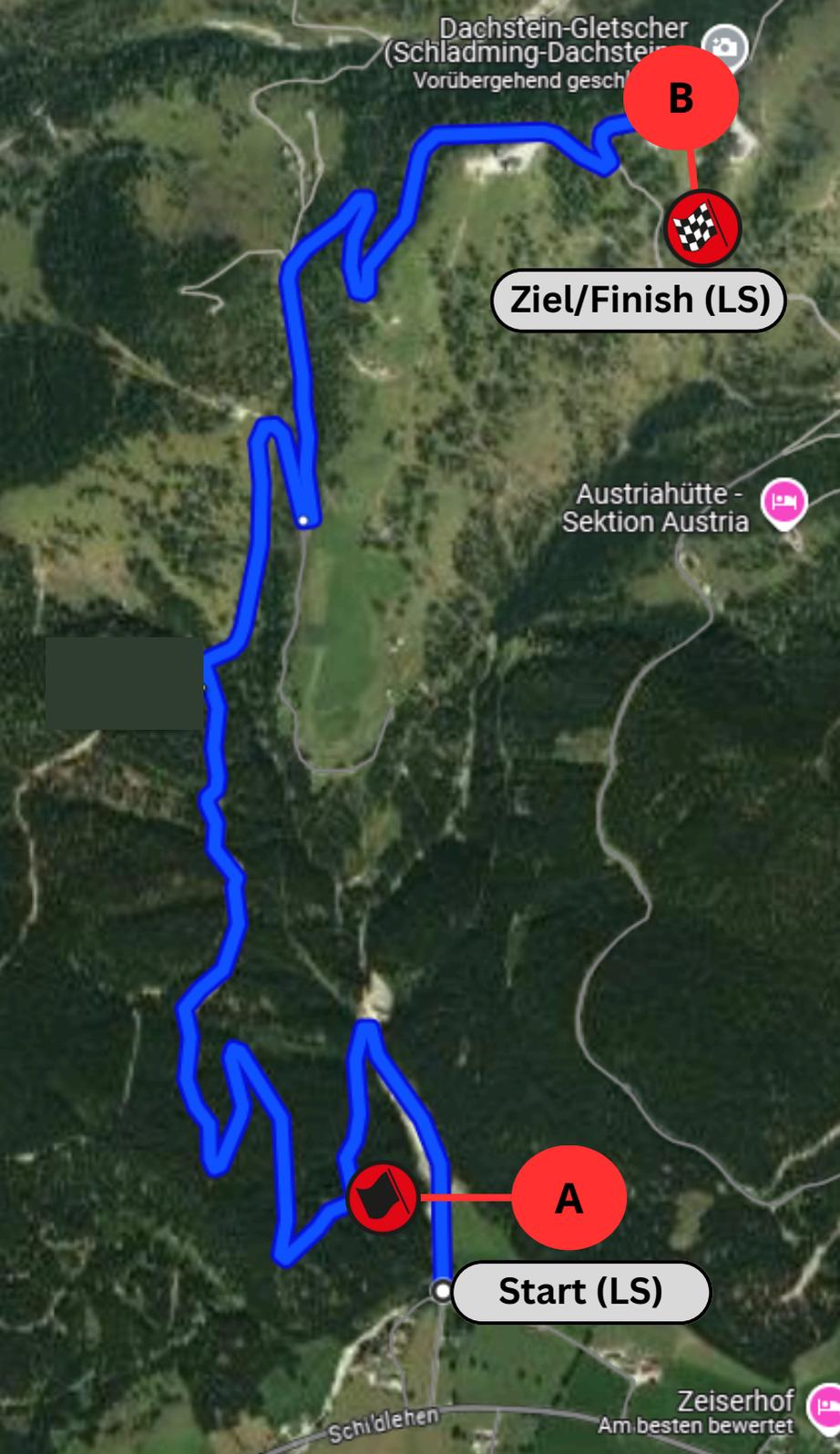


# SP/RT 7 Golfcourse Schladming-Dachstein



## RT Infos

- Scoring:
  - A-B
  - start controlled by clock at 60-second intervals (always on the full minute)
- Finish timing is recorded by light barrier
- Target times are indicated in the Regularity Table
- Attention: The bridge immediately after the start is very narrow



# SP/RT12 Dachstein

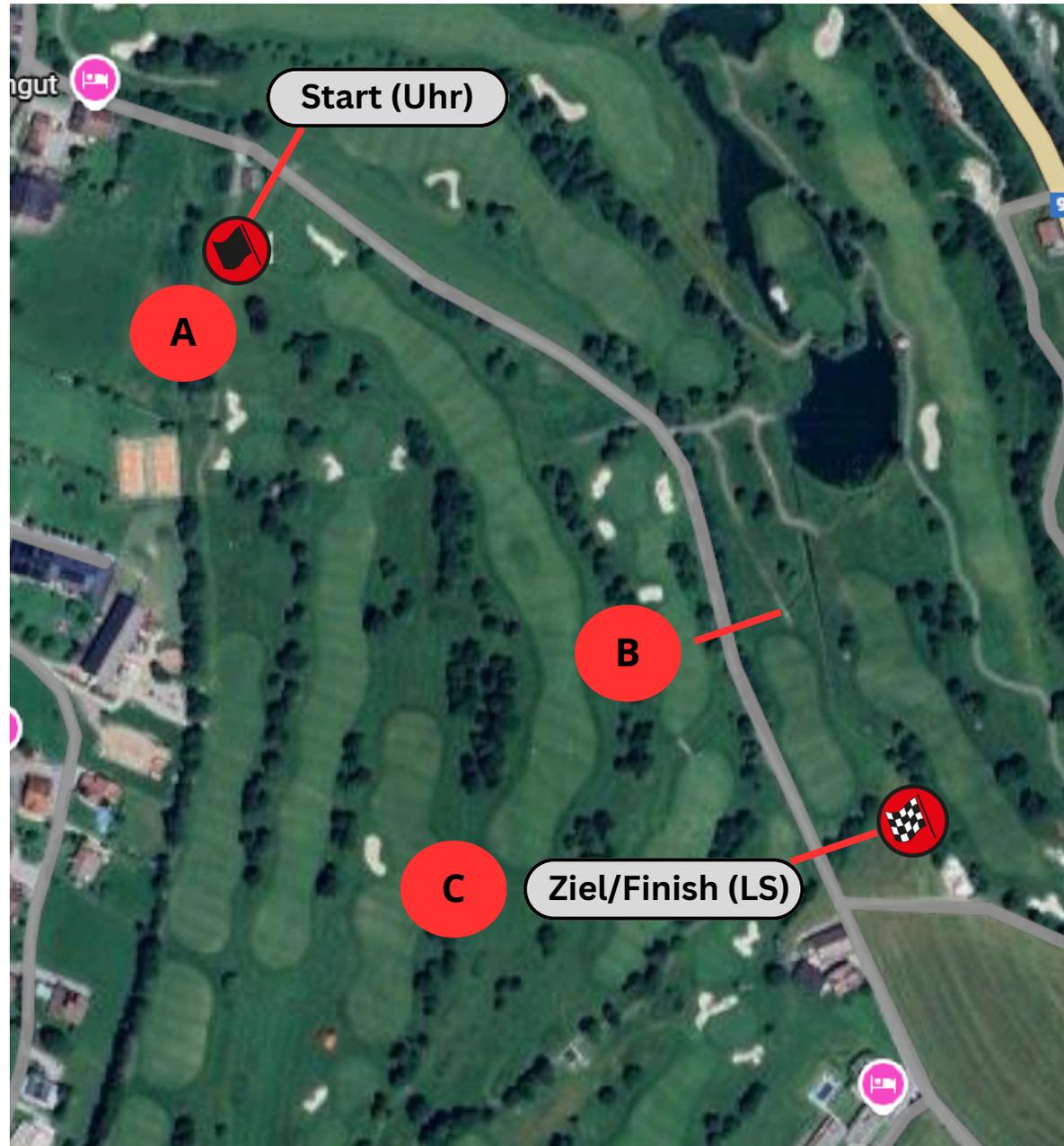
## RT Infos

- Scoring
  - A-B
- Both measurements are taken by light barrier
- The target time is shown in the Regularity Table
- Please note that there is no measurement point at Glösalm and the start is at a new position (~200m after the toll station)

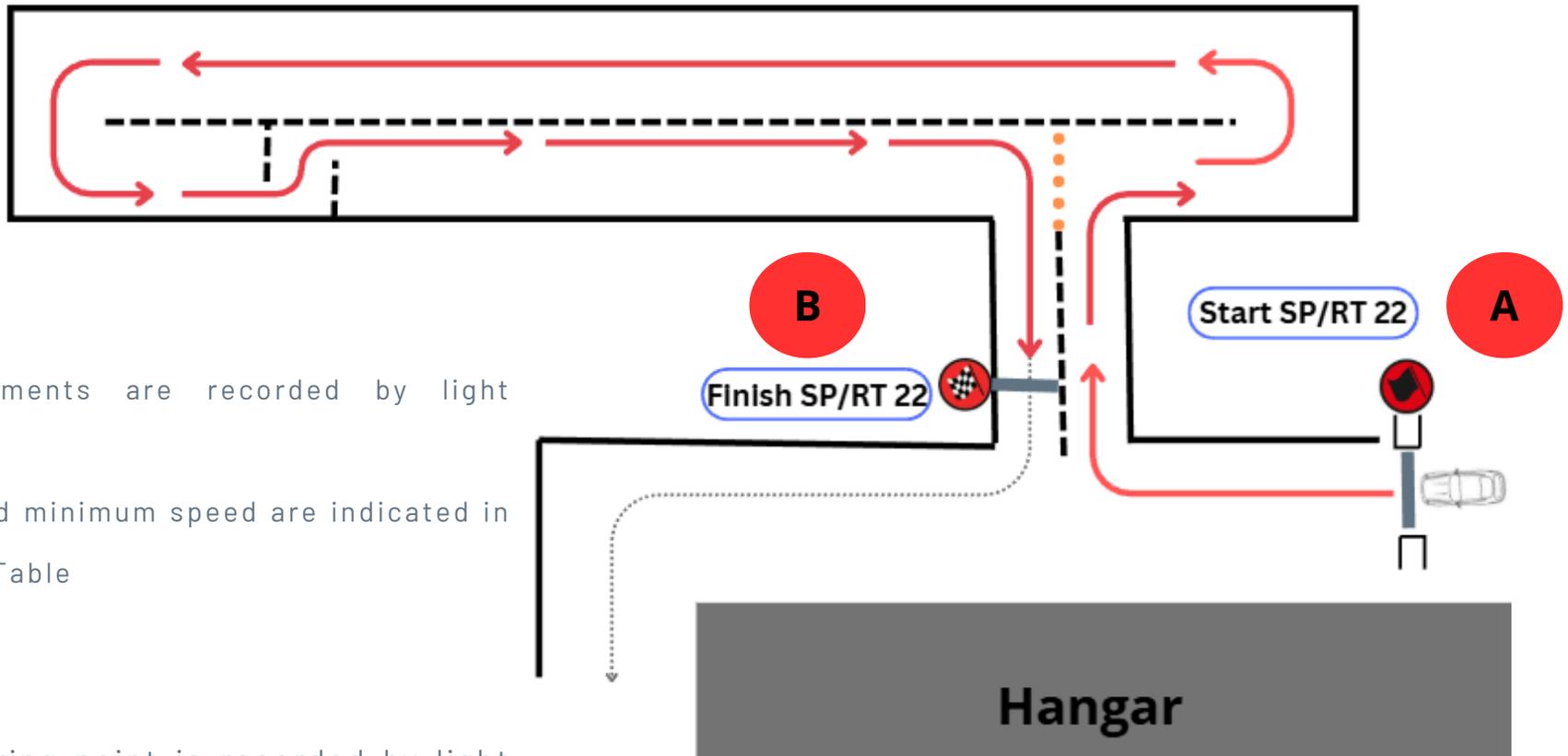
# SP/RT 14 Golfcourse Radstadt

## SP Infos

- Wertung
  - A-B
  - B-C
- Start with clock at 60-second intervals (always on the full minute)
- Target times are indicated in the Regularity Table
- Timing at points B and C is recorded by light barriers



# SP/RT 22 Airfield Niederöblarn



## RT22 Infos:

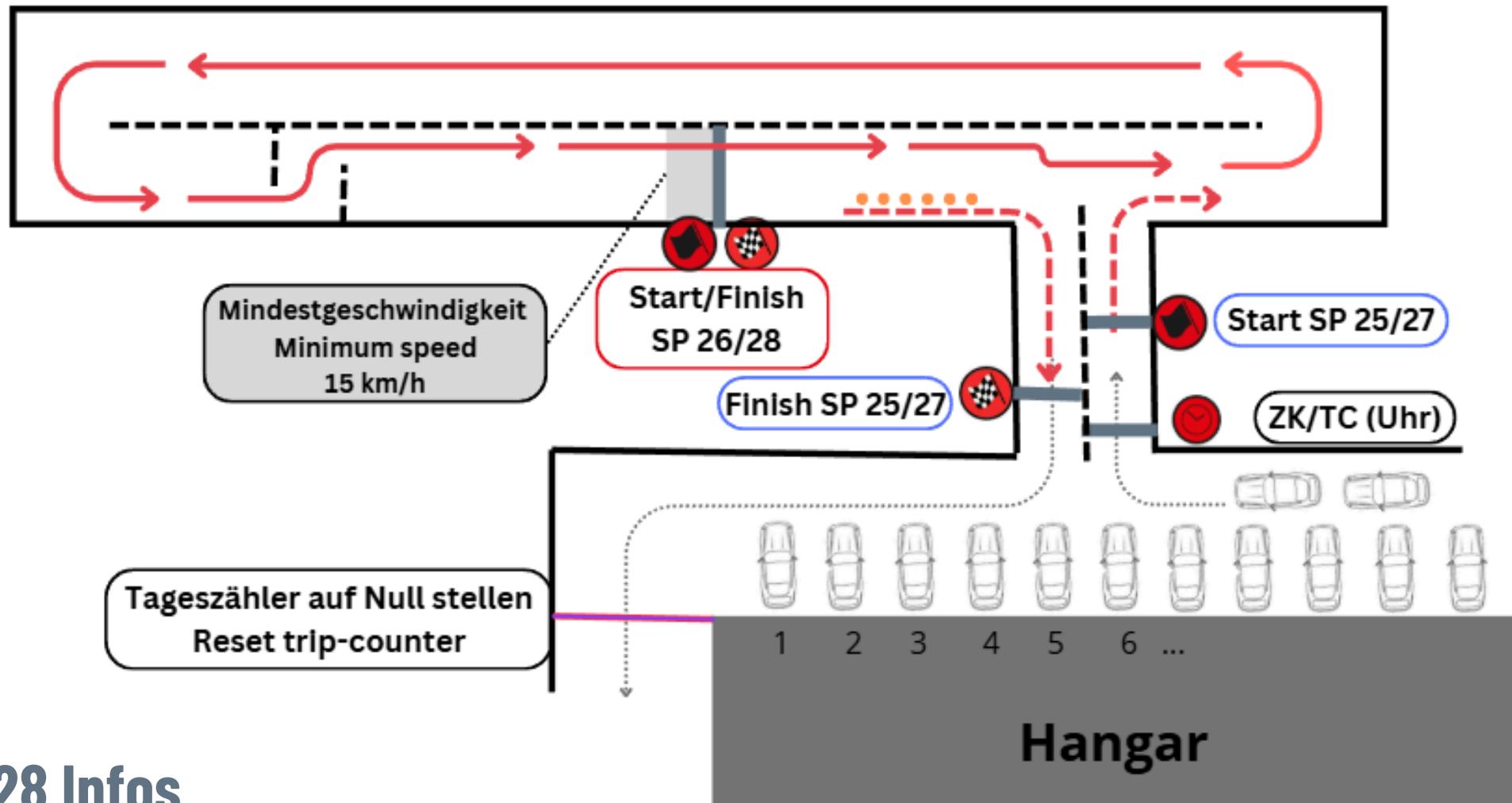
- Both measurements are recorded by light barriers.
- Target time and minimum speed are indicated in the Regularity Table
- Scoring:
  - A-B
- Finish measuring point is recorded by light barriers plus minimum speed control
- The rear light barrier (marked with the "Finish" sign) is used for time measurement
- The additional light barrier is used for speed measurement

# SP/RT24 Night-Challenge Trotting Track

- Arrival at the horse track according to the roadbook. 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 grid will be parked in the infield. The 2nd part remains outside the track
- The competition starts at 18:20. 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!
- 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 hotel "Häuserl im Wald"



# SP/RT 25-28 Airfield Niederöblarn



## RT 25-28 Infos

Procedure SP25 to SP28:

- **START OF THE FIRST CAR 7:40**
- The vehicles are released onto the track at 60-second intervals

# SP/RT 25-28 Airfield Niederöblarn

## RT 25-28 Infos

- First, you drive into RT25 through the light barrier on the access road to the airfield. This starts your overall time
- You may then complete as many laps on the airfield as you wish, but you must drive at least three timed laps. The fastest lap you have driven counts as the reference time for this RT (RT26) as well as for the following RT28 (2nd heat)
- The two laps with the smallest deviation from the reference time will be scored
- Timing is carried out by transponder on the start/finish line on the airfield. Attention minimum speed in this area
- If you do not wish to drive another lap, exit the circuit to the right, use your indicator, and do not block other vehicles. At the end of the access road you will find the finish light barrier for the overall time
- Any early arrival may be waited out on the access road without hindering other participants from entering the light barrier
- Stopping on the airfield is prohibited during the entire RT
- After completing the RT, vehicles line up again in front of the hangar for the 2nd heat. The 2nd heat (RT27/28) functions according to the same principle. However, the sequencing of the vehicles is carried out by a time control (TC). The reference lap is the fastest lap from the 1st heat (RT26)
- No lap times from the 1st heat will be issued

# SP/RT 32 Schloss Pichlarn

## RT Infos

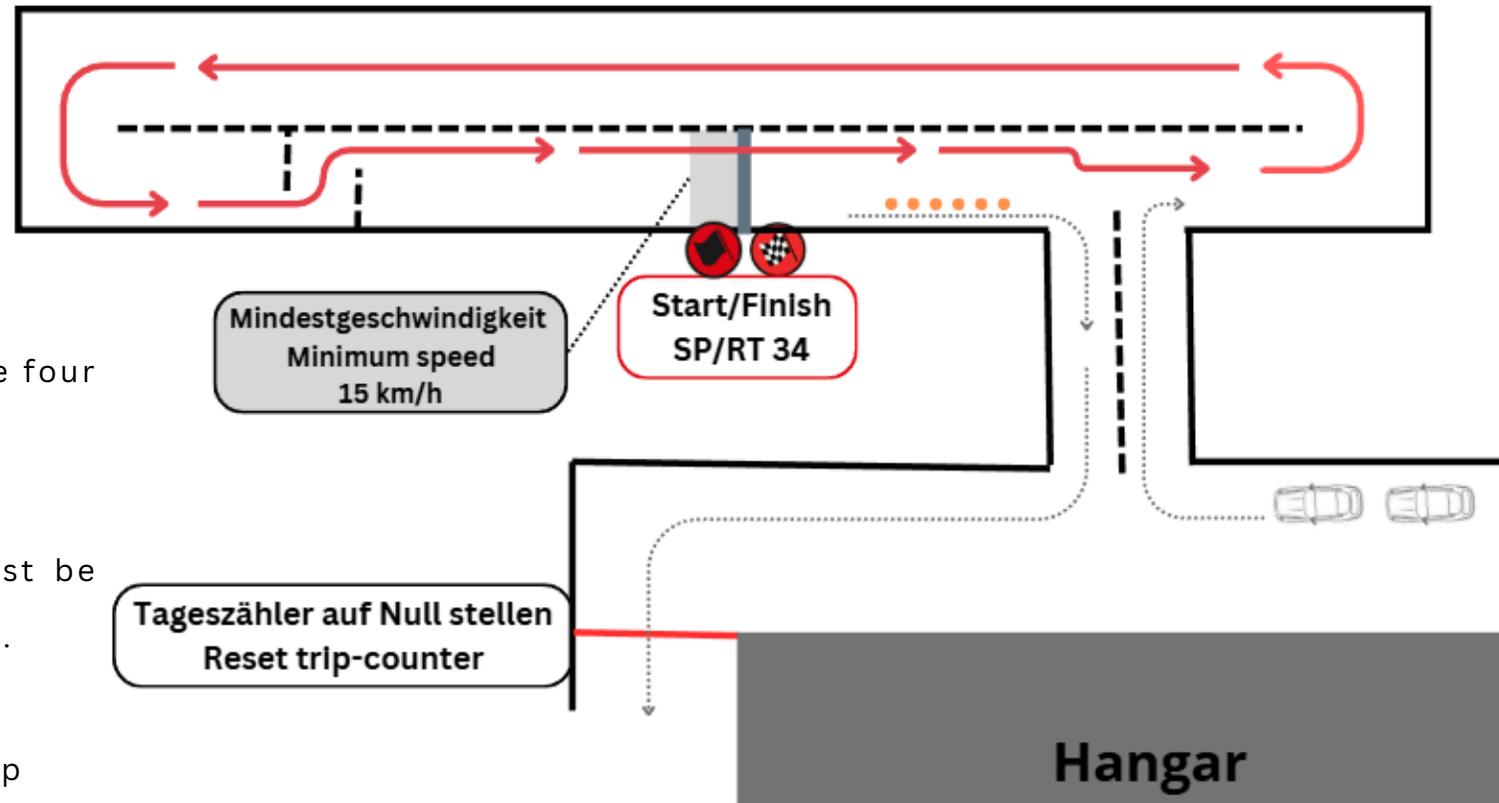
- Scoring:
  - A-B
  - Start-finish with target time, start by clock every 60 seconds
  - Finish measurements by light barriers (the rear light barrier is the measuring point, marked as defined)
  - Target time and minimum speed can be seen in the Regularity Table.



# SP/RT 34 Airfield Niederöblarn

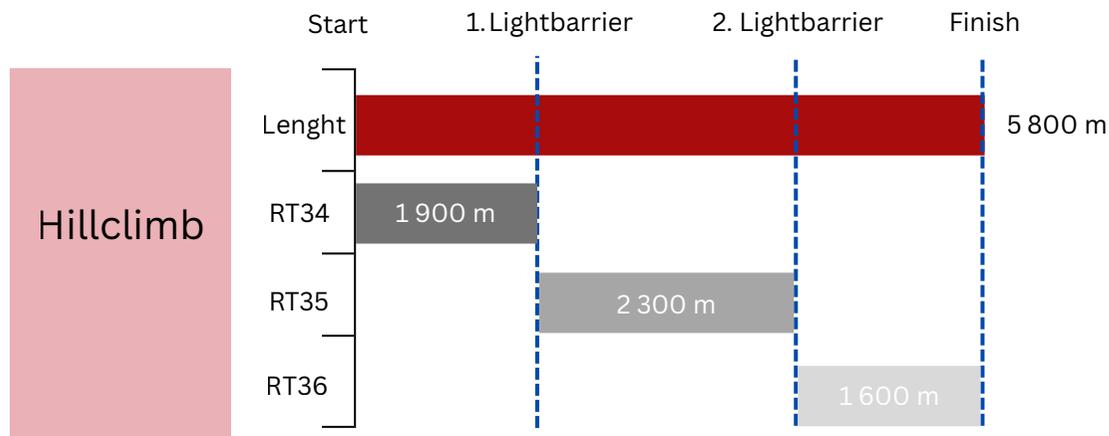
## RT 34 Infos

- Three laps (crossing the finish line four times) must be completed.
- A minimum speed of 15 km/h must be maintained in the start/finish area.
  - 1st lap measured = reference lap
  - 2nd lap measured = repeat reference
  - 3rd lap measured = repeat reference
  - --> then leave the course immediately. The time is measured by transponder. After the third lap (crossing the finish line four times), leave the circuit immediately via the exit (please keep to the right and use indicator).



# Final Planai Hillclimb

## Regularity Test - timing



### 1. Run

Setting a time of your own choosing in the three RT sections

### 2. Run

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

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

## IMPORTANT INFORMATION

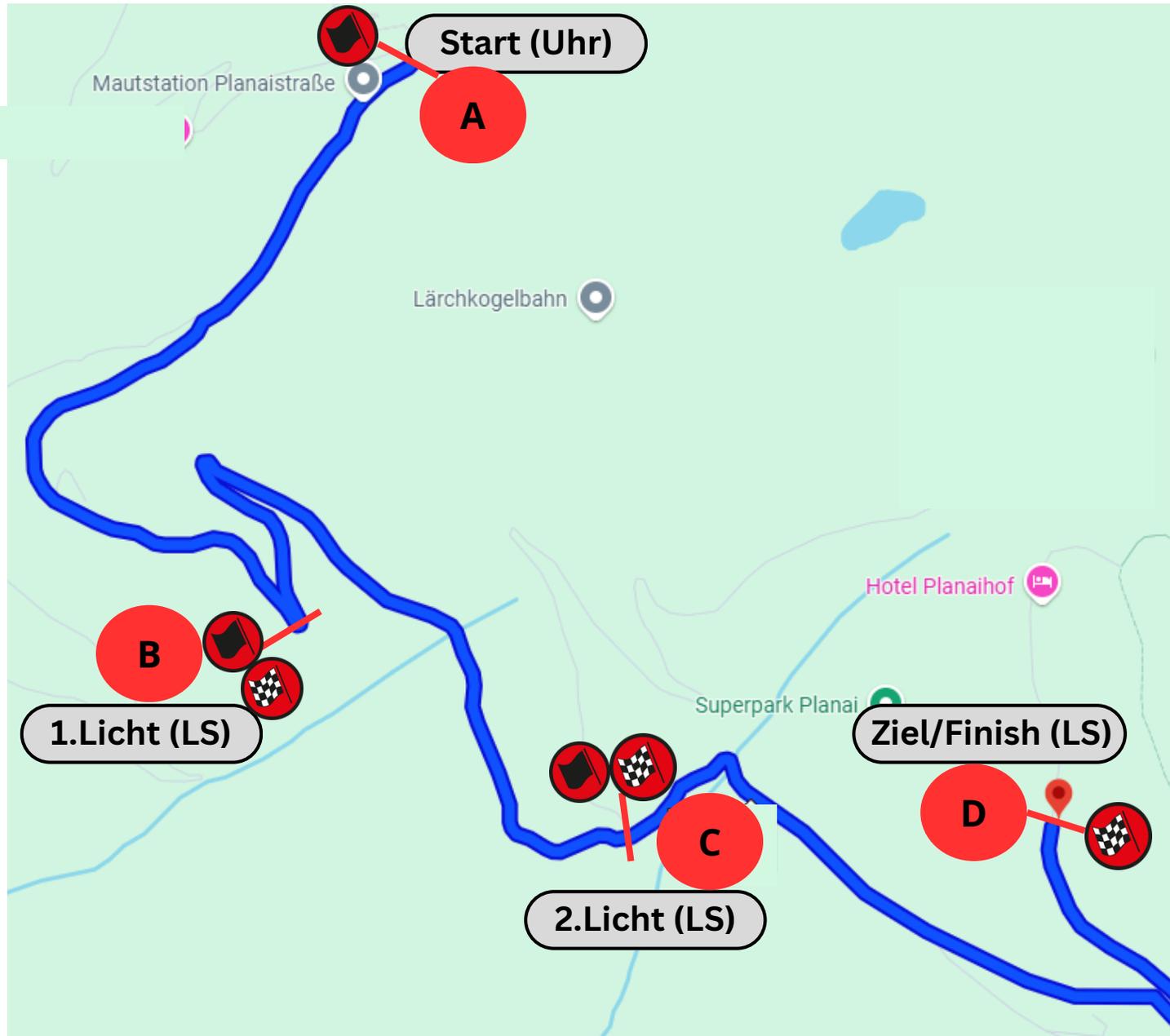
After the first run, all vehicles will be guided back downhill to the start in convoy.

The available space for turning the cars around is very limited.

Therefore, it is mandatory to follow the instructions of the on-site staff at all times and not to turn around on your own initiative, in order not to disrupt the orderly flow of the event.

**ONE LANE MUST ALWAYS BE KEPT CLEAR FOR SLOPE RESCUE ACCESS.**

# SP/RT 34/35/36 Planai-Hillclimb



## RT Infos

- Scoring:
  - A-B
  - B-C
  - C-D
- Start of the 1st car - 1st run: approx. 13:00
- Starts take place on every full minute, controlled by start clock (no light barrier at the start)
- Maximum running time: 30 minutes
- No times from the 1st run will be distributed to the participants
- During the 1st run, competitors must declare their own target times for all three sectors
- During the 2nd run, the times from the 1st run must be repeated exactly

# Catering & Rankings



## Thursday, 8 January

- Red Bull fridge with drinks at the Rally check in the Stromhaus
- Hotel Türlwand - Dachstein Finish: Non-alcoholic drinks
- Opening evening at the Sporthotel Royer in Schladming

## Friday, 9 January

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

## Saturday, 10 January

- Winter BBQ at the Imlauer Hotel Schloss Pichlarn
- Kaiserschmarrn at Planaihof (Planai mountain classification finish)
- Gala buffet followed by award ceremony in the WM-Hall (Hohenhaus Tenne), Schladming
  - 17:30 Admission
  - 18:30 Gala buffet
  - 19:30 Award ceremony

## Overall classification

A separate classification will be created from the overall classification in three eras based on the year of manufacture, with prizes awarded to the top three in each era.

The Eras are divided as follows:

**ERA I: up to 1950**

**ERA II: 1951 - 1965**

**ERA III: 1966 - 1976**

## Special classifications

- Dachsteinstraße Hillclimbs (2 RT's)
- Gröbming trotting track
- Niederöblarn Alpine airfield (4 SP's)
- Golf champion (3 golf courses)
- Planai Hillclimb

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

## Stoppwatches and Odometer/Tripcounter

### Stoppwatches:

Only mechanical watches, stopwatches, or wristwatches with analog displays are allowed – that is, with numbers, hands, or sweep hands.

### Odometers / Tripcounter:

Only mechanical distance measurement is permitted. No electrical or electronic sensors or signals may be used. This applies to the measurement of wheel speed as well as to any rotational speed measurement in the drivetrain area (whether at the engine, gearbox, drive shafts, etc.). The parts, where speed or rotational speed is measured must be visible and identifiable for technical inspection. Likewise, the purely mechanical transmission (shaft) should be installed as visibly as possible – or be quickly and easily made visible for inspection (e.g., by lifting a carpet or similar).

For detailed information, see the Reglement 2026.

### Examples of permitted devices:



**Random checks may be carried out throughout the entire rally – violations can lead to disqualification!**

# Electronic Reglement

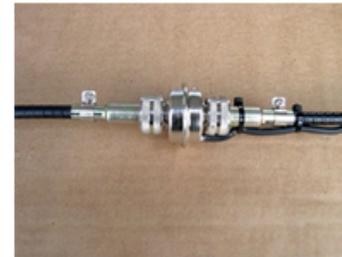


## Stoppwatches and Odometer/Tripcounter

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

Anyone caught using a non-permitted device on a Regularity Test (RT) will face at least up to 5,000 penalty points.

Examples of prohibited devices:



For detailed information, see the Reglement 2026.

**Random checks may be carried out throughout the entire rally – violations can lead to disqualification!**

# Technical Check & Code of Conduct



## Rallye-Check & Electronics

- During the “Rallye Check,” the speedometer cable must be fully accessible to ensure that no pulse generator (signal sender) is installed
- Exposed cables or wires whose purpose cannot be verified will be sealed or deactivated during technical inspection
- Any modifications made after the technical inspection that violate these regulations will result in disqualification
- To ensure compliance with these rules, we reserve the right to carry out random checks. You can expect the following inspections: before the start | during a stage, where our technical marshals may stop participants with a red flag | after crossing the finish line

## Studs, Ropes & Chains

- Only street tires with standard commercially available studs (Studs protrusion according to STVO §5) with DOT and E-marking are permitted
- The studded tires must be presented at the Rallye Check and will receive a marking
- Hemp ropes and chains are allowed without restrictions
- **It is strongly recommended to carry chains**

## Code of conduct

- Driving through sections of the course within the last three hours before the official start is forbidden for participants in their competition or private vehicles
- In the interest of fair and sportsmanlike competition, it is not allowed to share information about the positions of the light barriers in the Regularity Tests (RT's)
- The organizer reserves the right to disqualify participants and prohibit further participation in cases of dangerous, reckless, or unsportsmanlike driving, as well as for violations of the road traffic regulations (StVO)

## Advertising

- Participating vehicles must generally be free of advertising stickers
- Only advertising logos approved by the organizer are permitted – this also applies to caps, polo shirts, and jackets
- The management of the Rallye Check is entitled to verify this and will only give final approval for the vehicle if this requirement is met

# Disclaimer



- The organizer declines all liability for personal injury or property damage that may occur during the event
- Participants (driver and co-driver) take part in the event at their own risk and bear full responsibility for all their actions and omissions, as well as any resulting civil or criminal consequences
- Vehicles must have a valid registration for road traffic
- Participants are responsible for ensuring the traffic and operational safety of their vehicles
- By submitting their entry, participants irrevocably waive any claims, regardless of legal grounds, and for any damages of any kind arising directly or indirectly in connection with the event, particularly against: the organizer, its employees, helpers, landowners, authorities, agents, and other persons involved in the organization of the event, as well as other participants, their helpers, and the owners or holders of other vehicles, and their own entrants, drivers, co-drivers, passengers, and helpers
- Participants agree to hold the organizer harmless in case third-party claims are made against the organizer or authorities for damages caused, either negligently or not, by drivers, co-drivers, vehicles, or other participants during the event. This also applies to any claims arising from third-party recourse based on contractual or statutory liability for damages
- Participants agree that names, photos, and videos of themselves and their vehicles may be published on our website, social media, and promotional materials in connection with the event
- The liability disclaimer becomes effective upon submission of the entry

# Data Protection



## Data Protection Statement

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

### **For what purposes is the data processed?**

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

For the purpose of event administration and promotion, i.e., specifically in starter lists, result lists, and program books, the following information will be published: driver's name, co-driver's name with nationality, and the exact description of the classic car including a photo. For newsletters and press releases, this information will be made publicly available. Photos of the cars sent to us prior to the event will be used for this purpose. Additionally, photos or videos taken by accredited photographers, which are publicly available on our website (Zenfolio image gallery), will be used for social media channels such as Facebook, YouTube, Instagram, Twitter, as well as for press releases, news articles, brochures, and similar publications. Photo and video rights are held by Ennstal-Classic GmbH.

Your address will never be shared with third parties, except where we are legally required to do so. Advertising communications from our partners are carried out exclusively by Ennstal-Classic GmbH.

### **Necessity of data storage**

Providing personal data is entirely voluntary. However, if you do not provide it, we will not be able to include you in starter or result lists, which would undermine the purpose of this event.

### **Your rights**

You have the right to access, correct, delete, restrict processing, data portability, revoke consent, and object. You can contact us by mail at: Ennstal-Classic GmbH | Kirchplatz 15 | A-8962 Gröbming, Austria  
or by email: [office@ennstal-classic.at](mailto: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](mailto:office@ennstal-classic.at) | +43 3685 23270 0  
Online Privacy Policy of Ennstal-Classic: <https://www.ennstal-classic.at/de/datenschutz/>

We kindly ask you to sign this statement at check-in to provide your consent.

