



Planai-Classic Reglement

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1. GENERAL INFORMATION

1.1. Eligibility for Participation

Eligible for participation are road-registered cars whose build date is before the cut-off date of 31.12.1976. Special types of license plates, such as temporary plates, are only permitted in accordance with Austrian traffic regulations (STVO). Drivers and vehicle owners are responsible for the legal road registration of the vehicles. For cars from the build years 1973–1976, the organizer reserves the right to apply a selection procedure. The main focus is placed on vehicles with a verifiable motorsport history and/or identical models in comparable specifications.

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

ERA 1: oldest Vehicle – 1950

ERA 2: 1951 – 1965

ERA 3: 1966 – 1976

In principle, the vehicles do not require any special equipment apart from valid road registration. However, additions such as auxiliary lights, roll bars, racing harness, etc. are very sensible and recommended. Furthermore, the use of studded tires on all four wheels is highly recommended, as well as carrying suitable snow chains and being practiced in handling them.

1.2. Entry Fee & Services

The entry fee of € 2,200 includes:

- Entry fee for one vehicle (driver and co-driver)
- Start numbers & starter package, Planai-Classic goody
- Roadbook, timekeeping, rally organization
- Three evening events with drinks & catering during the driving days as well as catering along the route
- Contribution to climate neutrality

Combined Entry: Book the combined package Planai-Classic 2026 & Ennstal-Classic 2026 and save € 400 – total entry fee only € 5,900 instead of € 6,300!

2. ELECTRONICS AND EVENT REGULATIONS

2.1. 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.

2.2. Trip Counter/Odometer

Permitted:

- Only purely mechanical devices (e.g., Halda Tripmaster/Twinmaster/Speedpilot, GTI Rallye-Twin, Hemo Tripteller, Belmog Twin).

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 clipboards, 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 technical inspection.
- Marking or photo documentation before the start.
- Random checks during the rally.

2.3. Studded Tire, Ropes & Chains

Permitted:

- Standard studded tires compliant with STVO §5, with DOT and E markings.
- Winter tires equipped with standard studs, provided that the stud length complies with STVO regulations.
- Hemp ropes and chains without restriction.

Checks:

- Before the start: visual inspection, measurement of spike length.
- Marking of tires for inspection during the rally.
- Participants must present spike tires at the rally check.

2.4. Revolution Counter & Speedometer

Permitted:

- Standard and period-correct analog instruments
- Electronic pulse-controlled instruments, provided they offer no functions that assist in Regularity Tests – Average speed or Timing (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.

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

2.5. 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 Test. If it is used, penalty points will be awarded, as the organizer must assume that it was used to stop the time.

2.6. 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.

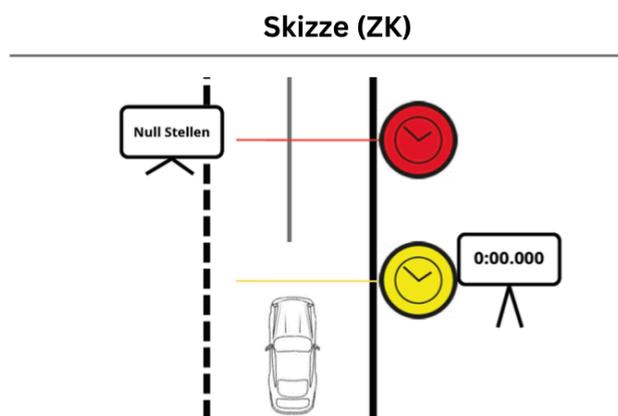
3. TIMEKEEPING

3.1. General Information

Scoring is based on a points system: the fewer points, the better. One scoring point is awarded for every 1/100 sec. deviation. The official RALLY TIME of the organizer applies. NO objections to the mileage can be made. Depending on the type of special stage, the timing system consists of GPS, transponders, or light barriers. 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 or transponders, to hundredths of a second: 1/100 sec deviation = 1 point. The chief timekeeper is 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 Test (RT) - average speed" during the stages. The specified average speeds will be handed out on the respective day based on the Regularity Table, including the target times for the "Regularity Test (RT) - timing" of the day. Expect average speeds of 30, 33, 35, 38, 40, 45, 50 km/h. The maximum Regularity Test (RT) - average speed length is 8.6 km.

3.2. Time Controls TC and Checks PK (= Passierkontrolle)



At the time controls (TC), the cars start at 60-second 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), 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/Odometer 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. If a TC time slot is empty, the start time must be calculated based on the previous start time and the travel time itself and entered accordingly. If there is no longer an exact time slot available upon arrival, this is marked as 'free entry' on the starting card. You may enter at any time.

Please do not obstruct other participants at the entrance to a TC-Zone!

What to do in case of delay: If a car is delayed at the start of a TC, it 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 the delayed vehicle can still make the next start time specified (printed) on the starting card without catching up within the time control (breaks noted on the starting card may be used to catch up), it can and should do so!

Checks (PK) are not time-bound; here, only the correct passage is checked by means of stamps and GPS. You will see a "Check" sign and staff member will give you a stamp on your starting card. Secret Checks can be taken on the route by means of GPS. TC's/TR's/Checks close 15 minutes after the last regular arrival time.

3.3. Starting Card

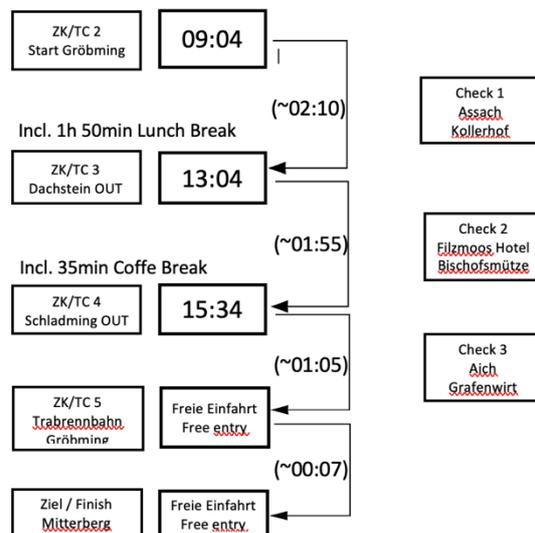
The starting card is handed out at the beginning of the rally and contains the individual legs and their distances/times as well as Interim Time Controls (ITC's) and Checks (PK's). It also includes the start times of the respective TC and information on whether there is a 'free entry' as well as the calculated breaks. If the window for a TC is empty, the next start time is calculated and entered based on the specified driving time. It also shows whether there is free entry at the TC or whether a specific arrival time must be adhered to. In addition, the Checks (PKs) are stamped on the start card. It is the responsibility of the participants to ensure that the starting card is handed in at the finish line.

STARTKARTE / STARTING CARD

Friday, 10 January 2025: SCHLADMING-DACHSTEIN Panorama
Runde



5	Driver:
	Co-Driver:
	Car:



3.4. ITC – Interim Time Control

ITC's are a special form of the normal time controls (TC). A time and position are announced on the starting card in the roadbook. 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 ITC's, 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, and the window around this landmark is approximately 1 metre wide. Please wait for possible early times far enough away from it and do not obstruct other participants or public transport.

3.5. Regularity Table

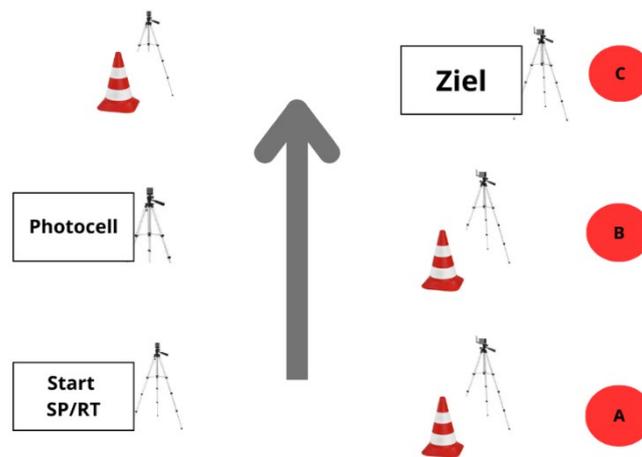
The Regularity Table will be handed out to participants each day before the start. It contains all average speeds as well as the target times or information on where the target times are displayed. Any implementation regulations will also be handed out with this Regularity Table.

3.6. Regularity Test (RT) – Average Speed and Timing

3.6.1. Regularity Test (RT) – average speed

The specified average speeds will be distributed at the start in the form of a Regularity Table. Average speeds stages will be measured using the GPS measuring system installed in the car. The Regularity test (RT) – average speed stages are marked in the road book 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 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, 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.

3.6.2. Regularity Test (RT) - timing



Measuring points in Regularity Test (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 at the start on site, this is also noted on the Regularity Table. Measuring points are marked according to their definition. There may be several measuring points in a timing stage. If this is the case, 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.

Please note any specified target or minimum speed! If a Regularity Test (RT) - timing is started by a clock, this means that its time starts running as soon as the countdown is complete (at every full 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 mountain and circuit courses, stopping may be completely prohibited, depending on the information in the road book or rally guide.

3.6.3. Targetspeed und Minimumspeed

These can only occur in Regularity Test (RT) - timing - in tests with visible measuring points. If a target speed is specified for a finish line light barrier, this speed must be achieved with an accuracy of +/- 5 km/h, otherwise points will be deducted according to the points catalogue. The measurement is taken by a light barrier 3-10 metres in front of the finish line 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.

3.6.4. Circuits

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!

3.6.5. Hillclimb's

Hillclimb sections such as the Planai Hillclimb and Dachstein are to be regarded as Regularity Test (RT) - timing. These routes are secured but not completely closed off like circuit stages. Please watch out for spectators as well as wildlife crossing.

3.6.6. 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 Brake	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), which is specified on the starting card (in exceptional cases calculated by the participant). In this example, the vehicle starts the Leg at TC 2 at 09:00. Along the route, Regularity Test (RT) - average-speed stages take place, which begin at "WINDOW OPEN" and end at "WINDOW CLOSED" as indicated in the roadbook (see 3.6.1). 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. The maximum length of an Regularity Test (RT) - average speed stage is 9 km. Between these stages you drive freely.

When you reach a Regularity Test (RT) - timing, the start will take place in order of arrival of the participants, unless the roadbook specifies a start according to starting numbers. Regularity Test (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 3.6.2). These target times can be found either on the Regularity Table- or the mode is described in the road book, for example when the time is set by the participant himself.

The overall driving time for each Leg is calculated in such a way that it can be completed by observing the required Regularity Test (RT) - average-speed and timing, while also



complying with road traffic regulations. Planned breaks such as coffee stops, or lunch breaks are indicated on the starting card. Extraordinary stops such as repairs or refuelling are not included; however, you may use the planned breaks to ensure you reach the next TC on schedule. When starting TC 2, the trip counter is reset when passing the red clock symbol, thus beginning the new stage.

4. POINTS CATALOGUE

The maximum number of points for each measuring point in a stage is limited to 1000. Omitting a stage is penalized with the maximum possible number of points.

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 or falling short of the prescribed number of laps in a special stage (per lap)	500
Exceeding the maximum running time of 30 minutes in the Planai or Dachstein hill climbs	2000
Failing to meet the target speed requirement (outside the tolerance of ± 5 km/h)	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 a 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

5. MISCELLANEOUS

5.1. 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!

5.2. 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.

5.3. 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 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: [Datenschutz](#)